

ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1987

-
- Duty in D.C.
 - Adm. Kelso interview
-

A large, rectangular, white-painted metal structure, identified as a Vertical Launching System (VLS) module, is being hoisted by a crane. The module has a complex internal framework of white-painted metal beams and cross-braces. It is suspended by several thick chains and cables. In the background, the dark hull of the USS Spruance (DD 963) is visible, with a row of windows. Two workers in hard hats and work clothes are standing on a platform above the module, observing the operation. The scene is set on the deck of the ship, with various cables and equipment visible.

Ingalls Shipbuilding has completed the installation of the Vertical Launching System (VLS) in USS Spruance (DD 963). The multimission destroyer is the first U.S. combatant ship to be retrofitted with the new missile delivery system which will permit below-deck firing of missiles. Here one of eight VLS modules is installed in the ship's forward hull. DD 963 has since rejoined the fleet.

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64th YEAR OF PUBLICATION



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Front Cover: The Capitol dome is framed by the colors of early autumn. Photo by JO1 Lynn Jenkins.

Back Cover: Fleet ballistic missile submarine USS *Mariano G. Vallejo* (SSBN 658) is brought into Kings Bay by her Blue crew at the conclusion of the Navy's 2,500th FBM patrol. Photo by JO2 Jodelle Blankenship.

Navy Currents

Voluntary tour extensions

The Navy is honoring requests for tour extensions from sailors due to receive orders during the next 15 months. This policy will conserve permanent change of station funds.

Enlisted personnel on type two, three, four, five and six duty, with projected rotation dates between Aug. 1, 1987 and Sept. 30, 1988 are eligible, if new orders have not already been received.

Incentives to extend will be offered to sailors serving type three and four duty and some serving type six duty under the overseas tour incentives program. Incentives include: an extra \$80 per month if the member extends overseas for at least 12 months; or 30 days non-chargeable leave; or a combination of 15 days non-chargeable leave with commercial airfare to an entry point in the United States.

Requests to extend must have command endorsement and cite NAVOP 055/87 as reference. They should be submitted as early as possible prior to a person's PRD and no later than Jan. 30, 1988 by naval speedletter. The address is Commander, Naval Military Personnel Command, NMPC-461E Washington, D.C., 20370-5000. Send an info copy to the Enlisted Personnel Management Center (EPMAC).

Non-designated seamen, airmen and firemen must forward their requests to EPMAC, with an info copy to NMPC.

Officers who wish to extend FY 1988 PRDs should submit requests with command endorsement to NMPC no later than Jan. 30, 1988.

For more information, see NAVOP 055/87. □

Receptionists have answers

Military personnel calling the Naval Military Personnel Command to talk to detailers about their order status are often frustrated because they are put on hold or the detailer is out. But frequently the telephone receptionist can answer the questions personnel direct to detailers.

NMPC receptionists are accomplished order

writers and are thoroughly familiar with the NMPC organization and points of contact, telephone numbers, etc. Each receptionist can provide an instant update on proposal status and the specifics of orders, including detachment/arrival dates and proposed training track.

Personnel calling for assignment or career counseling are asked to identify their community detailers by type of duty (sea/shore) and aircraft (if applicable), as well as to give their social security numbers for computer record access.

Whatever questions personnel calling their detailers may have, the telephone receptionists are ready and willing to help. □

Battleship duty

New officers are being encouraged to take duty aboard battleships as their first assignment. According to NMPC's magazine *Perspective* the following are observations from a battleship commanding officer. Contrary to the myth that an ensign might start as third assistant "swab inventory" officer, junior officers on battleships have more responsibility than their destroyer and frigate counterparts.

Battleship division officers may have 150-man divisions and run operations bigger than destroyer and frigate departments in terms of number of spaces, items and equipment. It can be a good assignment for an officer seeking early responsibility.

Working with a large number of experienced middle managers is another advantage of battleship duty, with the opportunity to work with as many as nine master chief petty officers and a strong chief petty officer mess. The new officer also learns from specialist officers, warrants and LDOs working in a broad range of activities not usually seen close up in the surface force.

By taking duty aboard a battleship, the junior officer works in one of the Navy's most strategically significant ships, with outstanding opportunities to mature in a broad range of tactical and other military roles.

For more information contact your detailer. □

HRMSS needs you

Consider serving in a Human Resource Management Support System (HRMSS) program. Each assignment provides qualified sailors with a chance to broaden career experiences and receive additional schooling. Requirements are listed in the Enlisted Transfer Manual, (TRANSMAN) article 9.20. If you're interested call PNC Cornish at Autovon 225-9316/7/8 or commercial (202) 695-9316/7/8. □

Female civilians afloat

Female Navy civilian employees now have the full opportunity to embark in naval vessels on non-operational, short-term sea trials on the same basis as male civilian employees. Secretary of the Navy James H. Webb Jr. made the announcement June 15.

The policy reinforces the Navy's EEO objectives of full integration of women into the civilian work force. □

PRT update

The Navy's Physical Readiness Program has received further clarification in a recent message from Chief of Naval Operations Adm. Carlisle A.H. Trost.

According to NAVOP 046/87, Navy men and women will not be allowed to transfer or begin temporary duty under instruction if they have failed the physical readiness test (PRT) three consecutive times, or have been medically diagnosed as obese.

Commands and Personnel Support Detachments should ensure that the risk factor/screening test results form (OPNAV 6110/2) is in the member's service record at the time of transfer and upon arrival at the gaining command.

For more information, check the message or call the Health and Physical Readiness Division at AUTOVON 224-5742 or (202) 694-5742. □

ALL HANDS

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Admiral Frank B. Kelso II

An interview

All Hands recently interviewed Commander-in-Chief, U.S. Atlantic Fleet, Adm. Frank B. Kelso II.

He assumed CinCLantFlt duties in June 1986. Prior to that, Kelso commanded the U.S. 6th Fleet from Feb. 1985 to June 1986. He was the on-scene commander during the anti-terrorism strike against selected Libyan military targets in April 1986.

Senior Chief Journalist (SW) Fred J. Klinkenberger Jr., of Navy Internal Relations Activity Detachment Four, spoke with the admiral at the CinCLantFlt Headquarters in Norfolk.

All Hands: You've commanded the Atlantic Fleet for a year — did you have a number one priority when you assumed command?

Kelso: No. I don't think I had a number one priority. My basic philosophy is that you go to each job you get in the Navy from the start to the finish to try to make the place a little better than when you got there. The Atlantic Fleet was already in real good shape when I took command — I was able to observe the Atlantic Fleet's capability firsthand when I commanded the Sixth Fleet. A general goal of mine is to improve training, and this is an area which — no matter where one is — can always be improved upon. Additionally, I will always look for ways to improve our sailors' quality of life.

All Hands: Do you foresee possible manning problems for the 600-ship Navy and could women perhaps be called upon to fill some billets previously held by men?

Kelso: Yes, we're going to have a

strain and that stems from Congress not letting the Navy increase end-strength necessary to man the 600-ship Navy. Congress has consistently approved approximately one half of the manpower requests the Navy has asked for during the past three or four years. It's difficult to understand the logic of letting the Navy expand to 600 ships but not letting the Navy have the people to man those ships. The strain will come on the shore side: people presently dedicated to shore billets are going to have to go to sea to man those ships.

As to more women in sea billets — that question is political. As the law is currently written, women cannot serve in combat positions. We have many people who want to interpret that in their own way. There is presently a law being looked at on Capitol Hill which would direct the Navy to station women aboard logistics ships like oilers and ammunition or supply replenishment ships. But during a conflict, those logistics ships will be sailing with the rest of the fleet and will be targets like the warships themselves. The real issue at hand is: are women to serve equally — and along side men — in combat positions?

We should, and need to, expand women's roles when it makes sense to do so under current law. They have great talents — they have proven their talents and abilities and there's no question we need them to man some of our ships and aircraft and help operate our Navy.

All Hands: You mentioned training as one of your priorities — how about leadership training? What are your feelings on leadership — or lack of it as expressed in some quarters — among

sailors in the more technical, less traditional Navy ratings?

Kelso: Let me put it this way: I've been in the Navy almost 31 years as a commissioned officer — you probably would never have the ideal or ultimate situation of technical knowledge across-the-board in the Navy.

Part of the problem is the elusiveness of the word "leadership." I think leadership means, and has always been, a ship successfully completing its mission. In the Navy we take a young guy out of the country's public school system — 85 percent of today's sailors are high school graduates — and we bring him aboard a ship like an *Aegis* cruiser or aboard an aircraft carrier. We put him in CIC or in the engine room, wherever his job is, then we put the ships to sea and these young guys operate the ship! Today the Navy has the lowest CASREP rate that I can remember. It's therefore hard to argue against the fact that there is some leadership out there that's been doing pretty well. You see our sailors smiling when they do their jobs and they willingly put in long hours to complete the mission. I keep telling everybody, "We're doing a good job out there." It's not perfect; it can be improved and ought to be improved. There can be some additional training in some areas. But remember, there will always be a better way to skin a cat.

We in the Navy have the tendency to look at those individuals who are extremely good and say, "Everybody ought to be like this one." But in reality that's hard to achieve. We know we have an average somewhere that's not necessarily at the top. That tends to make us appear as though we're not doing as well

with CinCLantFlt

as we are, in fact, doing. Of course, we always strive for the top.

You're always going to have a stress on training for those who are not as good. Some will do it on their own — those I always think of as self-starters in life. Some individuals will need more training than others. The thing we have to strive for is to bring everybody to the level of being capable of doing his/her job well.

I think today's chief petty officers' leadership abilities are the best I've seen in my Navy career.

The ability to get people to do what you want them to do — and to be willing to be in a position to execute your mission — depends to a great degree on the attitudes of the people you have to work with. I don't think there's any question that the attitudes of today's sailors are superb, so those with leader-

ship responsibilities have an easier time of it than perhaps they might have had during the Vietnam War.

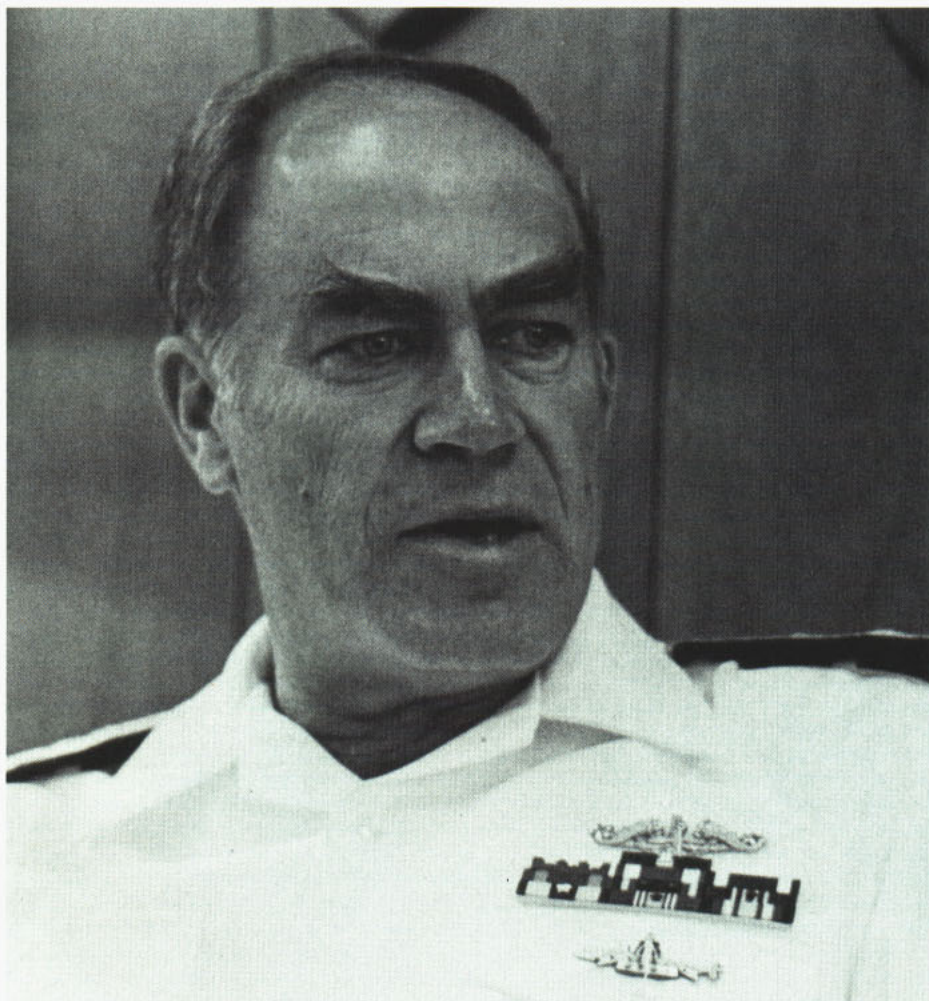
All Hands: Let's discuss combat experience — you and VAdm. Metcalf (now DCNO for Surface Warfare, who commanded the Grenada operation) are among the few senior flag officers with recent combat experience. Does lack of combat experience hurt leadership and the warfighting abilities of our sailors?

Kelso: You know, (during the Grenada and Libyan combat operations) sailors were standing in line to go do their jobs. There were a lot of young kids out there and no one was debating what they were doing — *They were ready to go do it!* They were no different from anybody else and they certainly weren't "volunteering" to get shot at. I have the greatest admiration and praise for them. For example, during the Libyan and Gulf of Sidra operation each of the ships knew it might well be shot at by a Libyan patrol boat. Yet I didn't have one complaint; not one sailor said, "Gee, I have to go home now because there may be bullets shot out there."

Indeed, they were all standing tall, ready to do their jobs.

To answer those who ask, "Where are the warriors?" I answer, "They're out there on the ships, in the air squadrons, in the Air Force, Army and Marines." We have high-caliber people who enjoy what they're doing, serving their country, and the American people can — and should — be very proud of them.

As for combat experience: my view is that we have a military force to *deter* war. When we're successful, we aren't going to have any combat leaders. Even



An interview with CinCLantFlt

so, we exercise under the most realistic, wartime scenarios possible during peacetime. As to how those lacking combat experience would actually be able to lead in combat, well, I think it's impossible to tell.

To start, you can assume some will react very well and probably meet or exceed expectations. Others won't meet expectations. Decisions will obviously have to be made concerning who is to be removed and who is to be given responsibility. There have been many cases in which we've had to take out older leaders and put in younger ones to "get things happening." I think that's just a fact of life.

I'm certainly not an advocate to say, "Let's have a war" every so often so we'll have combat leaders.

All Hands: Are we increasing the tempo of training and joint cold weather naval operations with our European allies in response to the Soviet Navy's increasing submarine threat in the Atlantic, particularly in the North Atlantic around the Greenland/Iceland/United Kingdom theater?

Kelso: We're not increasing it as much as I'd like, for the following reasons:

First of all, I don't envision within the near future any kind of conflict with the Soviet Union, and they clearly are the only nation in the world capable of challenging us at sea. They do have the largest submarine fleet in the world.

One thing is for sure: no matter what the strategy is or what one would want it to be, if we go into conflict against the Soviets — with any hope of victory — we will have to deal with, and fight in cold weather. So we need to practice and train in cold weather.

We do that as much as we can today with the limitations we face: the Navy has enormous worldwide commitments, having to deploy battle groups to the Mediterranean, Persian Gulf and the Indian Ocean.

We are also committed to giving the American sailor a reasonable amount of time at home with his family — we try

to make it fifty percent today. Yes, we also need to exercise with our allies, both in NATO and in bilateral alliances around the world. When you "mish-mash" that all together and attempt to develop a schedule beyond an immediate exercise period, you have to work hard to increase the number of days spent in a particular part of the world away from home port.

We're looking at doing that but I don't see any great increase without some commitment reduction. The only other alternative would be a reduction in time with families, which I don't support — we need to give our people a reasonable shake with their families.

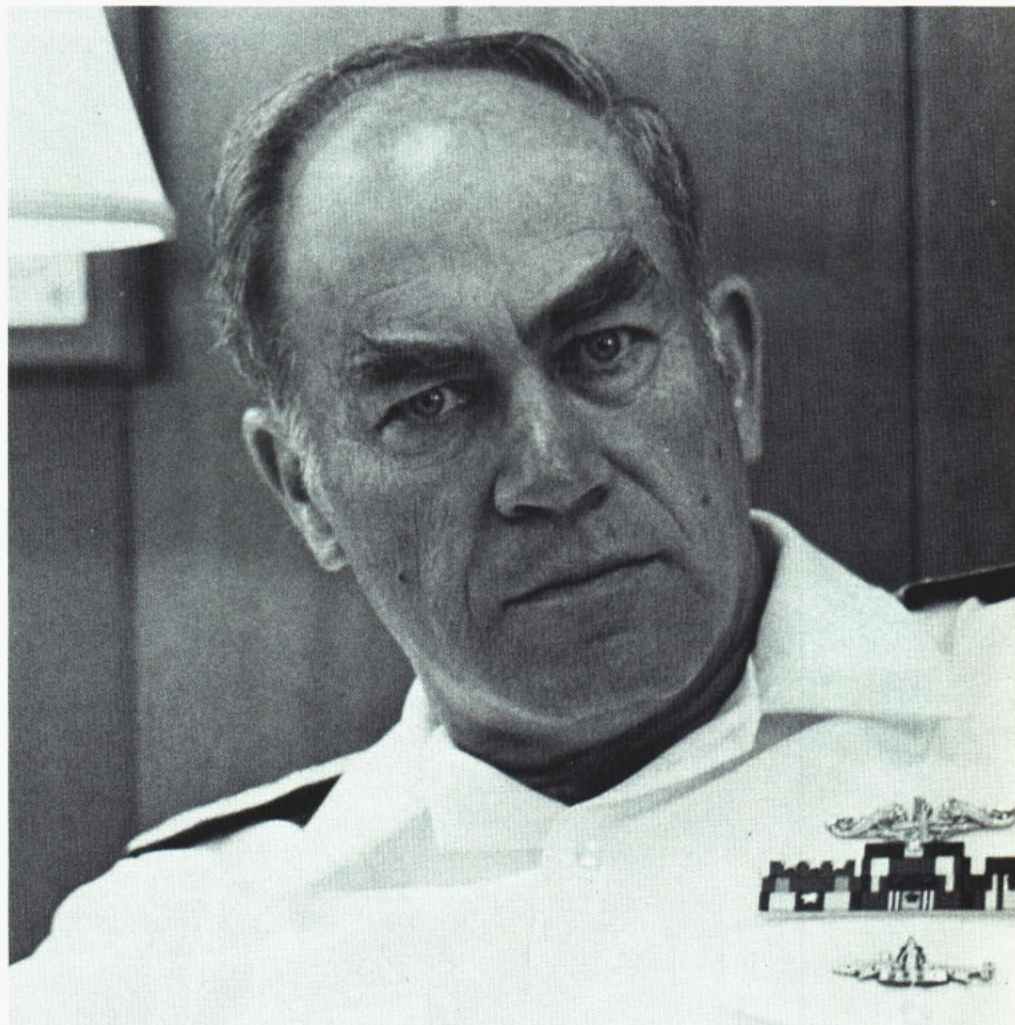
All Hands: As CinCLantFlt, to what degree do you interface with other

branches of the armed services?

Kelso: During exercise Solid Shield 87 we interfaced for four weeks. A lot of the interface occurred at the joint level, but all our forces in the Atlantic Fleet exercised together with the Navy, Coast Guard, Army, Air Force and Marines. We continually have fleet exercises with the Air Force. Since LantFlt is CNO's executive agent for joint operations, we also frequently interface at the operational command level.

All Hands: Have there been significant improvements in joint service operations since Grenada, particularly in the area of inter-service communications, which were highly criticized after the operation?

Kelso: The lesson learned in Grenada was that the services were, in fact, unable



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to communicate with one another because of non-interoperable equipment. Bear in mind, that for successful completion of a complicated military operation you have to do a lot of planning. There was very little time to do planning before Grenada, so the planners were not able to determine those work-arounds in communications that one might have to do. That was significantly different from when I commanded the Sixth Fleet. There, when we operated with the Air Force and dealt with Libya, we had time to figure the work-arounds and practice communications. There are great efforts being made today in the joint services arena to insist and ensure that in the future we buy interoperable equipment. For instance, if both the Air Force and Navy were to purchase a new fighter air-

craft, compatible radio communications ability would be incorporated so the pilots and tacticians from each service could communicate with one another at all times.

We're continuing to exercise with our sister services to ensure that the interoperability exists.

All Hands: Would you please discuss the priority of ASW within the Navy's modernization program and the SSN 21 Seawolf submarine program, particularly the recent debate centering on its cost, when many Congressional members are recommending modernization of the 688 Los Angeles-class submarines as an alternative?

Kelso: ASW has always been — in my view — the toughest priority we have to deal with.

Until you can see in the water as well as in the air, or until sound travels like light does in the atmosphere, you have (with water) a different medium which changes quickly and poses a different problem. Think of it: the last time we fought conflicts with submarines, sustained submerged speed capabilities were ten percent of today's capabilities! Today, ASW is a technology game. We started with a much higher ASW technology level in our submarines than did the Soviets, yet they've expended enormous amounts of money to catch up in that technology. Actually, the Walker and other espionage cases put the Soviets on the right track to close what was once a very large gap between us and them. And they are closing the gap much faster than we would like. Our *Los Angeles*-class submarines were designed in the mid-60s and developed from what was then the best technology available. Granted, we've improved it, but still, it was 60s technology. The Soviets, meanwhile, have built *six* classes of attack submarines to our *one* since the *Los Angeles*-class came to the fleet.

There are clearly areas needing more research and development: keeping our submarines quiet and equipping them with better sensors — all these require

new technology. We therefore must always maintain our shipbuilding and design bases. And we must continually seek to improve those bases or we won't have them very long.

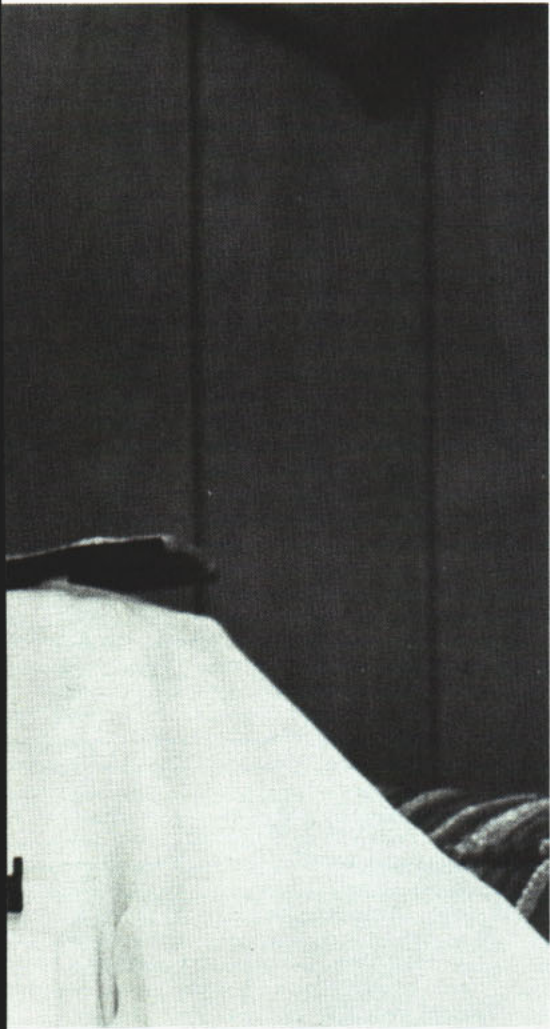
Those kinds of engineers don't stay around long without work. And, more importantly, we must take steps to maintain a technological edge on the submarine we're putting to sea in the future, the SSN-21, or *Seawolf*, class.

There's been controversy about the SSN 21 — it's not the ultimate submarine, and there are critics, too, who opine that there are more advanced technological ideas that should be incorporated in its design. To those critics I would point out that when it comes to ship design and building, there comes a point when it's time to decide, "OK, I'm going to build this ship now because the design must have certain parameters" For instance, a designer must be able to determine how much electrical power the ship must produce so generators can be designed. On the other hand, you cannot keep adding to electrical power requirements because then the designer would be continuously altering generator design.

In the case of the SSN 21: we took the best technology available and I think it will be far superior to the 688 *Los Angeles*-class when it comes on the line. But I don't think the SSN 21 is the ultimate — once it's built we'll have to look at technology and, when it makes sense, build another class. I hope we don't do with the SSN 21 class what we did with the 688 class: stop looking at future design and ending up with a large number of submarines in one class which all do the same thing.

I agree that we should upgrade the 688 class as long as we continue to build them. We, in fact, are doing that as evidenced by the fact that the 688 class ships being built today are far superior submarines to the earlier ones delivered to the fleet in 1974 and 1975 (commissioned in 1976).

So we look closely at both programs (the SSN 21 and 688) along the way and



An interview with CinCLantFlt

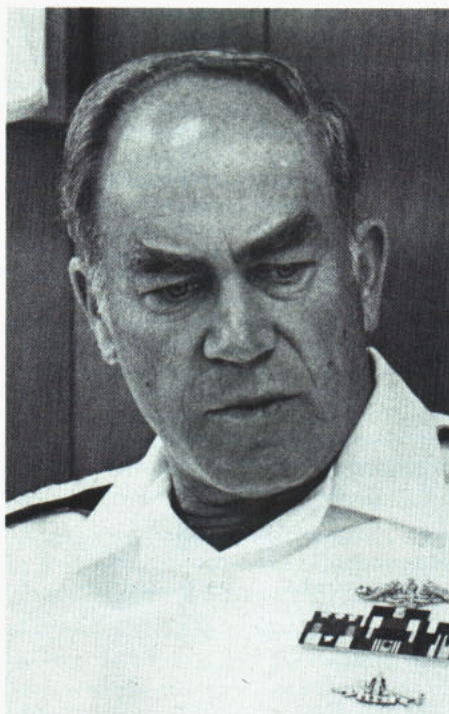
seek ways to improve. But, if we aren't ready to go and build another submarine, we'll lose our technological edge because it's clear the Soviets aren't going to stop building.

All Hands: Will the advent of satellite technology make submarine detection easier?

Kelso: That's a very speculative issue — I don't know of any credible scientist who today will tell you it's likely you'll be able to detect and track submarines with satellites. There are a lot of technologies people talk about and kick around — there's a lot of speculation — and most have been proven to be false. I don't think there's going to be a sudden scientific revolution which will render oceans transparent. Our abilities today to track Soviet submarines are a lot less than they were 20 years ago — it's a tougher problem, not an easier one. Now, I can't tell you what some scientist might come up with 30 years from now. We spend a lot of money every year trying to determine where the ASW future lies. There's a concept among some people which leads them to believe that if we just get a bigger computer, with a lot more "through-out" and a lot more memory, we'll be able to do anything! That's just not the way it is — ASW is a resource-intensive "game." If you want to be successful at it, you must be able to afford the resources to have a great, wide surveillance capability against submarines, and such an ability is very difficult to engineer.

All Hands: There have been rumblings that our ships have become too expensive and too "high tech" — what are your thoughts on that?

Kelso: There have always been arguments as to whether or not a ship or aircraft should be high technology. One argument is if you build a cheaper weapon platform or system you can have more of them. Conversely, the world's too complicated today and you can't survive with yesterday's technology. We Americans particularly must always



maintain a technological superiority because we do not build weapons systems at the same quantitative rate as the Soviets. A qualitative lead is, therefore, a must.

Let's look at the ground situation in Europe: Soviet-Warsaw Pact tanks outnumber NATO tanks two to one. When so outnumbered and without a technological edge over Warsaw Pact ground forces, it would be tough living.

I think the need for technological superiority applies at sea. When we struck against the Libyans we also measured our capabilities against theirs. In many cases they had the most modern of Soviet equipment — probably the best SAM system anybody ever fought against up until that time. We had to ask ourselves how best to operate against that SAM system with minimum losses. Of course, it was nice to have EA-6B Prowler (electronic warfare) airplanes and the HARM radiation-seeking missiles to provide suppression for guys who had to fly in over the beach. We felt our high technology would give us the ability to go in without high losses of our airplanes.

You can choose not to use the com-

puter but what would you have in the world we live in today? That's a very tough choice the Russians face within their society today. If they choose to make computers available to the general population, there would be no way to hold information from them anymore. If the Soviets deny their people access, their education will suffer and subsequently their future will be behind that of the West, where information is freely available.

You have to buy high technology.

Let's take the *Aegis*-class cruiser: had we not bought that system, we wouldn't have the edge in fighting air battles that we have today — it's the only system in the world with its superior capabilities.

And it works with that 19-year-old sailor operating it at sea — it can track targets; it can shoot down missiles which skim the surface of the water — that's a technology that, in my opinion, is essential now.

You could probably have two ships to one if you didn't put that kind of a system on it, but those two would not have near the capabilities of that one ship. And that capability is essential.

The other problem is when you get high tech you're living at the envelope of what the state of the art is. So, every once in a while you run into a high-risk program and you may run too fast. On the procurement side, we must do a better job of prototype testing to make sure the technology we buy is workable.

We — because of our system — must go with high technology. There are apparently fears that our young Americans can't operate such sophisticated equipment, but in reality they do a pretty good job of it.

I think taking technology up to its limits is the way to go.

And we should continue to chase state-of-the-art technology in weapons systems, because if we don't, we'll end up losers in the world we live in. □

— Photos by
JO2 Jodelle L. Blankenship,
NIRA Det. Four, Norfolk, Va.

ALL HANDS

The Log Book

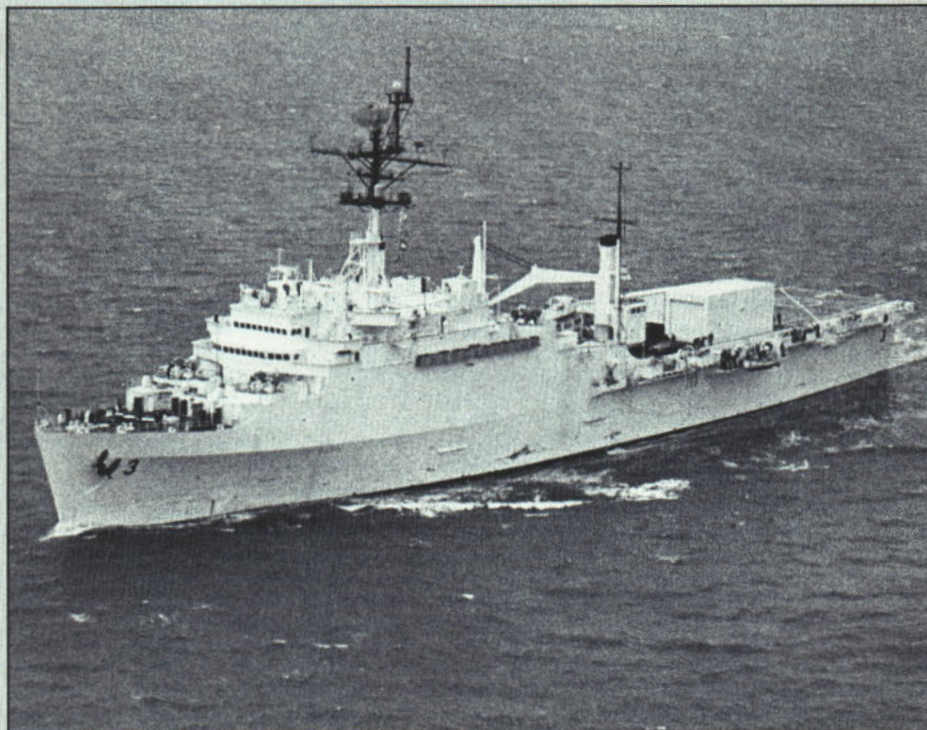
"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.

10 YEARS AGO

in the August 1977 *All Hands*

◆ The Navy conducted the first test of a submerged launch through boosted flight, with a transition to cruise engine-powered flight, of a *Tomahawk* cruise missile. Although the missile completed the transition, one of its four tailfins failed to deploy, causing the missile to become unstable and fall into the ocean. The cause of the malfunction was identified and corrected.

◆ Double sea duty credit was given to personnel serving aboard USS *LaSalle* (AGF 3), command ship of the U.S. Middle East Force, effective May 31, 1977. BuPers announced that the new credit recognized the unique nature of duty in *LaSalle*, which requires 12-month unaccompanied tours in the Indian Ocean. □



20 YEARS AGO

in the August 1967 *All Hands*

◆ Adm. Thomas H. Moorer, 55, was appointed to succeed retiring Adm. David L. McDonald, 60, as chief of naval operations. Moorer had held some

of the Navy's toughest assignments, including tri-command of the U.S. Atlantic Fleet (CinCLantFlt), Atlantic (CinCLant), and Supreme Allied Command, Atlantic (NATO) (SACLant), a post he held in Norfolk, Va., just before he moved to the Washington headquarters.

◆ USS *McKean* (DD 784) claimed the

record for the most inflight helicopter refueling in a 30-day period. It transferred more than 175,000 pounds of JP5 fuel during 100 refueling operations. Operating with USS *Henry B. Wilson* (DDG 7), *McKean* acted as gun support ship and helo refueling destroyer during its month-long assignment in the Gulf of Tonkin. □

40 YEARS AGO

in the August 1947 *All Hands*

◆ The Navy began experimenting with a transparent, plastic "greenhouse" to cover the flying bridges of combatant ships and provide protection for men long exposed to the weather, occasional

giant waves of green water, gun blast fumes and stack gasses. The hood was composed of plastic panels set in a metal framework. Two types of plastic — lucite and plexiglass — were used in the experimental structure.

◆ Navy research was being dramatized on a series of 13 weekly radio programs, a part of the series, "Exploring the

Unknown," sponsored by the Revere Copper and Brass Company. The program was heard over the Mutual network at 8 p.m., EST, each Sunday. The programs told of the Navy's vast scientific research, which was making discoveries of great significance to the nation in military and non-military applications. □

'Steamin' Demons' maintain tradition

Story by JO2 Bryan Wood

In the early 1900s, sailors assigned to engineering were called the "Black Gang." They worked long, hot, tiring hours "coaling" the furnaces to create enough steam to power naval warships.

As time and technology advanced, so did the way naval vessels were powered. Diesel fuel and nuclear reactors have

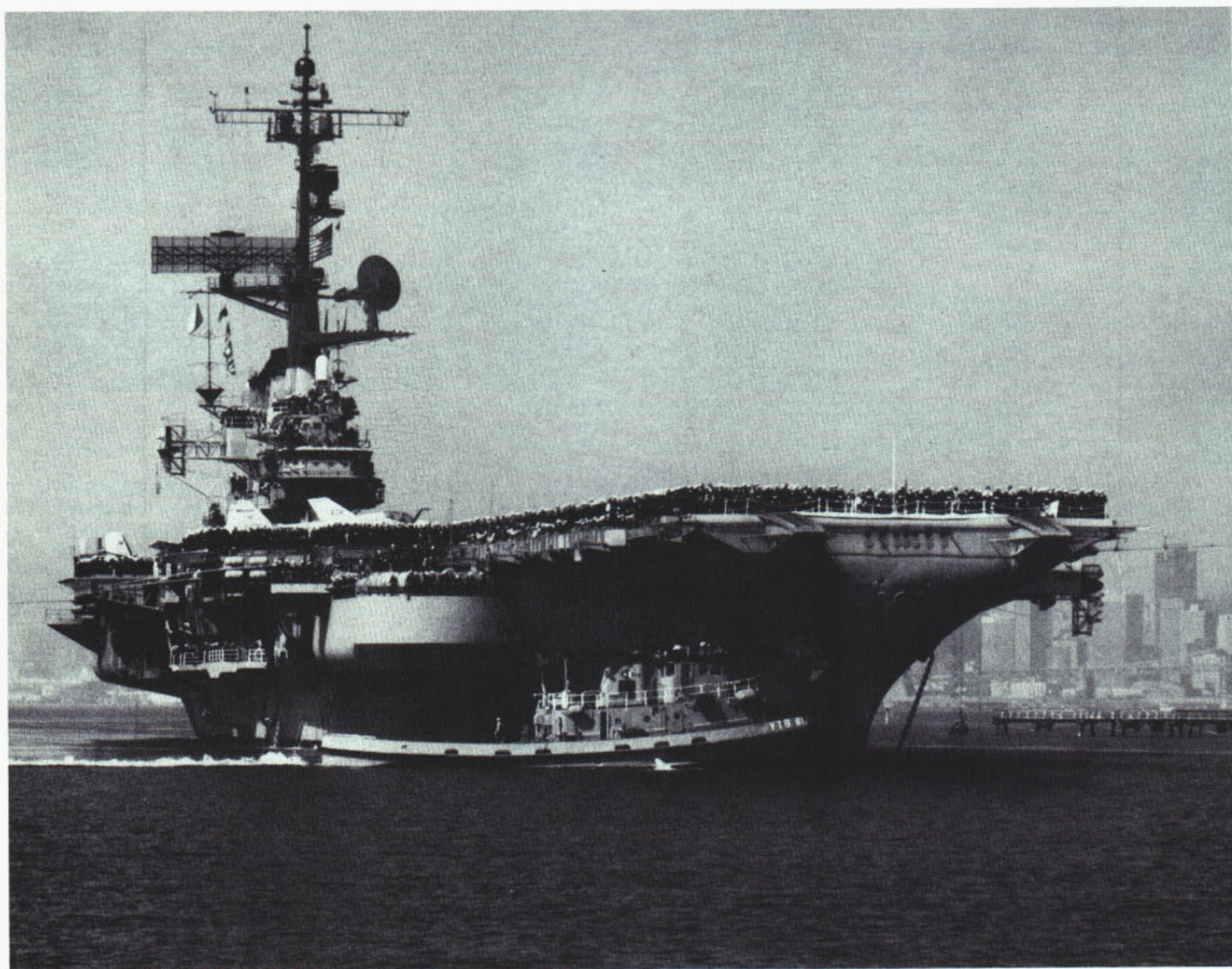
replaced coal, and the "Black Gang" have become "Snipes," with one rating taking on a new title: Boiler Technician.

Boiler technicians aboard the Norfolk-based aircraft carrier USS *Coral Sea* (CV 43) continue the tradition of long, hard hours. They work below decks with little or no chance to see daylight, and often

their only breaks are for chow or sleep.

Coral Sea is a conventionally-powered carrier that uses 12 manual boilers to provide steam propulsion to power the "Ageless Warrior" and launch her aircraft.

"On *Coral Sea*, steam is used in the preparation of meals, hot water for





showers, laundry and dry cleaning," said Boiler Technician 2nd Class Jimmy Roberts. "It's a tall order to fill, but the BTs on *Coral Sea* are the 'Steamin' Demons.' "

The "Steamin' Demons" often work a six-hour on, six-hour off schedule when underway, and sometimes longer if equipment needs repairs. If the job takes 24 hours to complete, then the BTs work 24 hours.

There are gauges, pumps, tubes, filters and economizers, all requiring technical know-how to operate and maintain, and that's the boiler technician's job. They are trained in manual and automatic boiler operations and repairs to boilers and associated equipment.

"A lot of the repairs (on *Coral Sea*) are because of the ship's age," said Roberts. Some of the equipment is as old as the ship, and at 39, this can cause some problems.

"Replacement or repair parts are usually ordered in. Then again, with the age as a factor, some parts are no longer in stock, so we have to go to other sources," he said.

Those other sources include *Coral Sea's* metal shop. If it can't be built by the carrier's machinery repairmen, then the BTs head for the Navy's "ghost fleet," where several older ships have been decommissioned. The BTs go from one ship to another until they find the replacement needed.

Besides long hours, BTs work in temperatures that run well over 100 degrees Fahrenheit. Some sailors describe it as "hot as hell." Along with that, they also participate in normal ship training evolutions such as general quarters, man overboard and fire drills.

There are five-member watch teams that man each boiler in operation while underway.

According to Boiler Technician 2nd Class Brad Newby, "Working on these boilers presents a valuable education and training tool to not only the new BTs reporting, but to all BTs in general. The training currently utilized at 'A' school prepares personnel for adaptability to the new automatic boiler currently installed in the newer ships. They aren't quite prepared for the manual boiler opera-

The harbor tug USS *Accomac* (YTB 812) (left) maneuvers near USS *Coral Sea* (CV 43) as crew members man the rail. BTFA Scott Palmer (above) adjusts steam drum pressure aboard the carrier.

tions in use on *Coral Sea*. The training and experience gained will help me get my mechanical engineering degree," he added.

Coral Sea's boiler technicians have always been satisfied with a job well-done, but following the ship's 1985-86 Mediterranean cruise, in which they kept *Coral Sea* steaming off the Libyan coast during an extended deployment, they were awarded Navy Achievement medals by Secretary of the Navy John Lehman Jr. for their extraordinary efforts.

The "Steamin' Demons" are part of a proud and historic tradition. Without them, CV 43 could never get underway. *Coral Sea* BTs continue to keep an "Ageless Warrior" steamin' into the future. □

Wood is assigned to USS Coral Sea (CV 43).

Kings Bay

A base rises in rural Georgia

When the Navy decided Kings Bay, Ga., would be the East Coast base for the Trident strategic deterrent weapons systems, the challenge began.

Although the site had been supporting a squadron of *Lafayette*-class fleet ballistic missile submarines, in 1980 Kings Bay was designated the Atlantic base for *Trident* submarines and in 1982 it became "Naval Submarine Base, Kings Bay, Ga."

Constructing a base for a squadron of submarines, each five feet longer than the Washington Monument — while maintaining southeastern Georgia's scenic, but fragile, natural environment — requires enormous planning, according to Capt. A. Kent Riffey. A Civil Engineering Corps Officer, Riffey oversees the 200 uniformed and civilian engineers, architects and contract specialists who are building the *Trident* base.

"The Navy's concept is working," says Howard Schlegel, base forester and wildlife specialist. "The Navy has gone to great pains to build a base and keep as much of the natural environment and Georgia architecture as possible."

Kings Bay is home to about every kind of wildlife indigenous to that part of the country, according to Schlegel. For example, manatees and ospreys, both of which are endangered species, often come to the waterfront area.

"We probably have the largest nesting population of ospreys left in this part of the country and the Navy has put up two nesting poles for every one they've had

to remove due to construction," Schlegel says.

"The manatees, well, these large mammals don't seem to be harassed by waterfront activities — but we continue to keep a close watch on them."

Through the efforts of all the architects and designers, who manage more than 75 major contracts (with four to forty subcontractors each), and Schlegel (the advisor on land and wildlife), the base is currently emerging — at a projected construction cost of approximately \$1,000,000 daily during the peak construction months.

For starters, 22 miles of the channel were dredged to depths of 48 feet to accommodate the *Trident* submarines (which displace 16,600 tons), as they sail in and out of the port's waterfront.

The waterfront facilities alone total about \$300 million in construction contracts. The largest of these is the drydock facility. It will handle major repairs and overhauls for *Tridents*, which are the longest, quietest and most powerful submarines in the Navy.

The drydock, a \$93.5 million construction project, will take three and one-half years to complete. It will be 800 feet long, 200 feet wide and have a 150-foot elevated roof, so *Tridents* are protected from the elements when opened for repairs.

Most repairs will be handled by the *Trident* Refit Facility (TRF). This \$345 million facility, like all structures in Kings Bay, will capture some characteristics of

southern Georgia architecture — *antebellum* archways built with brick and concrete. If you peeled away the walls, however, what remained would be similar to the interior of a submarine tender — machine shops, welding shops, steel cutters — everything needed to repair the \$1.2-billion submarines.

The *Tridents* are designed to make a 70-day deployment followed by a 25-day refit period. After one week for Blue/Gold crew change-over, TRF personnel have an 18-day window for all refit work.

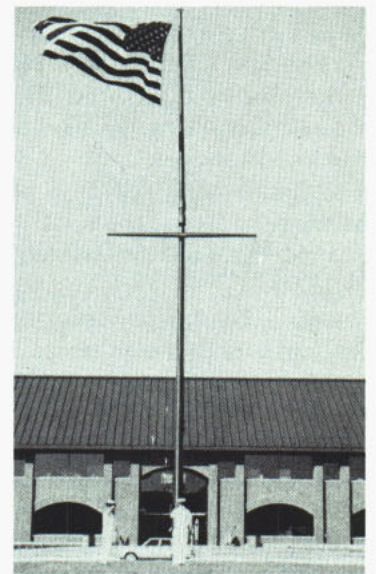
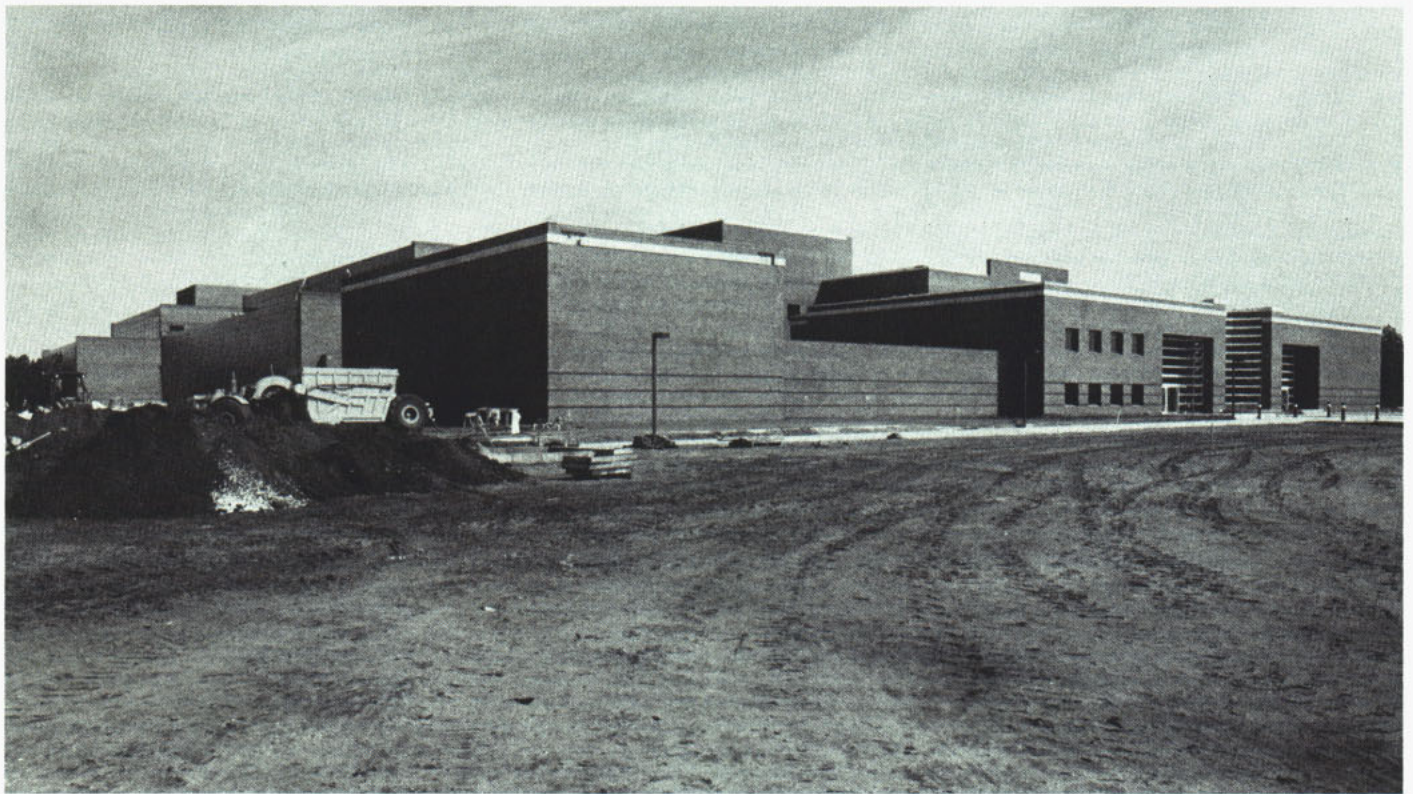
Meeting this schedule will require the people at TRF to work in three shifts, 24 hours a day, ensuring everything from a bolt to a main engine is ready for the submarines.

The *Trident* submarine's operational cycle increases sea time by 30 percent which, in turn, increases off-cycle training time.

The *Trident* Training Facility (TTF) is being built under a \$45-million construction contract. It will be one of the largest buildings in Georgia, standing four stories high, covering 520,000 square feet, which is larger than the average shopping mall.

The facility will contain a *Trident* submarine trainer, in which every underway situation can be simulated. Courses will range from basic submarine duty to damage control classes that offer a wet trainer for simulating hull leaks.

TTF's laboratories and 143 classrooms will be used around the clock by as many as 500 officers and enlisted men. At "full



As work continues on the Trident Training Facility at Kings Bay (top), about half the Facility is open for business (above). USS *Mariano G. Vallejo* (SSBN 658) and USS *Canopus* (AS 34) at Kings Bay submarine base (left).

Kings Bay

speed," 227 courses will be provided to *Trident* submariners at the facility.

In many ways, Kings Bay is similar to Naval Submarine Base, Bangor, Wa., the West Coast *Trident* submarine base. Like Bangor, Kings Bay has placed a high priority on protecting the environment, the quality of life for the sailors and on maintaining good relations with the community.

"But, with Bangor being the first *Trident* base, we've been able to do an amazingly complete job of analyzing their operation, looking for and finding essential lessons to be learned and applied to solutions here," says Capt. William Ramsey, Kings Bay commanding officer.

At Bangor, the drydock has just one caisson (the giant entrance door to the drydock). If it failed, the caisson would have to be towed for repair while work on the subs was put on hold. Kings Bay will have two caissons.

Bangor was also designed at the height of the gasoline shortage, so planners provided more car pool parking and walking and bicycle paths, with very limited parking for other personnel. This is now causing many frustrations among the base's work force.

Although Kings Bay will also have walking and bicycle paths, builders have ensured that adequate parking will be available.

Even as construction continues, Kings Bay operates at a high tempo, supporting Submarine Squadron 16, with its 10 *Poseidon* missile submarines. Homeported at Naval Submarine Base, Charleston, S.C., the SSBNs receive administrative and material support from Kings Bay and the submarine tender homeported there.

But the emphasis isn't just on buildings and ships; the Navy places high priority on morale, welfare and recreation for the people assigned to Kings Bay. "We're building a living environment here that contributes to the quality of life that will, in turn, lead to greater satisfaction among the sailors," says Riffey.

"We have some the the best facilities you'll find in the Navy," he added.

The 75-acre recreation complex has just about every popular sport one could imagine. There are, among other things, lighted tennis courts and an olympic-sized pool, with eight lap lanes and a separate diving area.

"Our gymnasium and racquetball courts get such high use that after only four years, they needed resurfacing," says Ramsey.

Everything in the community support services area is arranged for convenience. The recreation area, exchange, commissary, barracks, galley and the clubs — which are built around a centralized kitchen that serves officers and enlisted — are all within walking distance of one another.

Kings Bay's 415 housing units are also nearby, and feature typical southern Georgia coastal architecture and landscaping. They offer outdoor play areas and are only a short walk from medical and dental facilities.

Sick call and general treatment for military, dependents, and retirees are available at Kings Bay. For extensive medical care, the Naval Air Station, Jacksonville, Fla. Naval Hospital, is only an hour away.

"After more than five years of construction, Kings Bay is well over 55 percent complete, but there's still a lot of work before the first *Trident*, USS *Tennessee* (SSBN 734) arrives in the spring of 1989," says Riffey.

"The civilian community is significant in the Navy's work," says Ramsey. "The officer in charge of construction has spent much effort working with local officials to minimize the impact of the huge Navy presence on community services, such as schools and public utilities."

The base has already doubled the community's population from its 1980 figure of 11,582 and the population is expected to climb to 40,000 by the turn of the century.

Both the Navy and the community are undergoing expected growing pains. Almost all this growth is due to the

Navy's presence in Camden County.

Since 1980, the county has grown from one high school, three elementary schools and 29 bus routes to one high school, one middle school, four elementary schools and 48 bus routes. In addition, dirt roads have been paved and traffic lights installed.

The Kings Bay Impact Coordinating Committee has, so far, channeled \$24.9 million of federal money to the local community to aid with the increase in public services.

City halls in all three cities in Camden County, the schools, police stations, fire houses and water and sewer lines have been built or improved over the last four years.

"The committee's goal is to ensure that community services keep pace with the emergence of this vast naval base," says Cmdr. Frank E. Evans, Kings Bay public affairs officer. "It wouldn't be fair to put the financial burden on the local citizens."

"I love the Navy coming in," says Steve Banks, a local shop owner. "Not only for my business, but because we've got better roads. We've got better schools and our sewage system has improved." Bruce Piper, a real estate agent, says he's just waiting for the boom. "I'm retired Air Force and with the military moving in, it's bound to happen."

"There's been some resentment about the change that's coming, but most of that's gone away," Piper says. "I think it's now turning very positive and a lot of townsfolk will make their living from base personnel. My wife already opened a new business in the shopping center."

"The local community has certainly adapted very well to the Navy moving in here," Ramsey says. "They are patriotic people, who are in favor of our maintaining an adequate defense posture."

"I feel like they're our friends and partners in a joint community effort. Together, we're taking challenges day in, and day out, and breaking new ground." □

— Story and photos
by JO2 Jodelle Blankenship,
NIRA Det. Four, Norfolk, Va.

ALL HANDS

USS Mariano G. Vallejo completes 2,500th FBM patrol

The Blue crew of fleet ballistic missile submarine USS *Mariano G. Vallejo* (SSBN 658) was honored April 4 at the Naval Submarine Base Kings Bay, Ga., for completing the Navy's 2,500th deterrent patrol.

Representative Charles E. Bennett (D), of the Third District of Florida, was the guest speaker.

Bennett, serving his 20th term in the House of Representatives, is Chairman of the Seapower Subcommittee of the House Armed Services Committee, and a member of the Procurement and Military Nuclear Systems Subcommittee. He is also the newly-elected Democratic chairman of the Military Reform Caucus.

"Nobody, including the President, feels a nuclear war can be a winning situation," said Bennett. "Everybody

wins when we prevent a nuclear war from occurring, and the FBMs have been the United States' best deterrent to nuclear war."

The 2,500th patrol represents the equivalent of more than 400 years of deterrent patrols for the 41 original ballistic missile submarines and the seven new *Ohio*-class subs.

"We're pleased to be representing the submarine force by completing the 2,500th patrol safely and reliably," said Cmdr. Don R. England, *Mariano G. Vallejo*'s Blue crew commanding officer.

Vallejo, which ended its 58th patrol after 70 days, is a 425-foot *Lafayette*-class submarine and displaces about 7,000 tons. It has a Blue and Gold crew, each consisting of approximately 140 men.

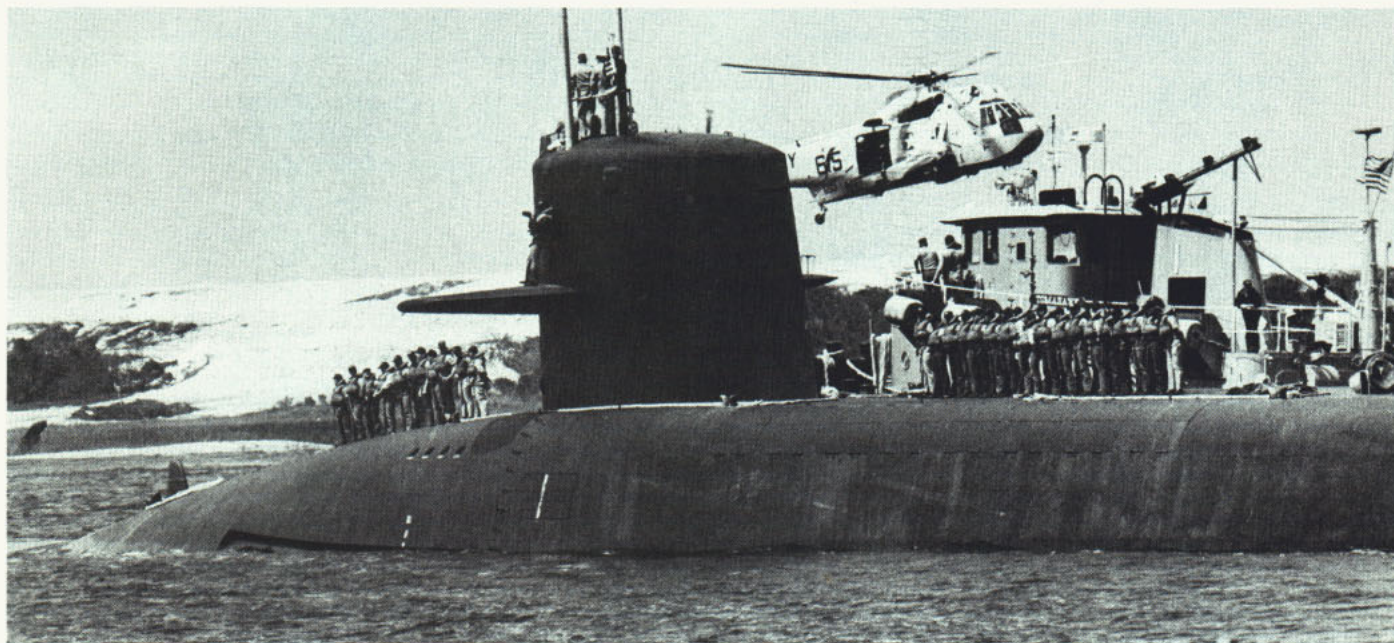
The crews alternate to keep the sub-

marine almost constantly operational. After the ceremony, the Blue crew returned to Charleston, the submarine's home port, for leave and refresher training, while the Gold crew manned the ship.

The *Mariano G. Vallejo* and five other FBM submarines are assigned to Submarine Squadron 16. Although the submarines are homeported in Charleston, the squadron receives administrative and material support from Kings Bay — the only *Trident* submarine base on the East Coast. □

—Story by JO2 Jodelle Blankenship,
NIRA Det. Four, Norfolk, Va.

The Blue crew brings USS *Mariano G. Vallejo* home to Kings Bay following its history-making patrol.



Hey, Coach!

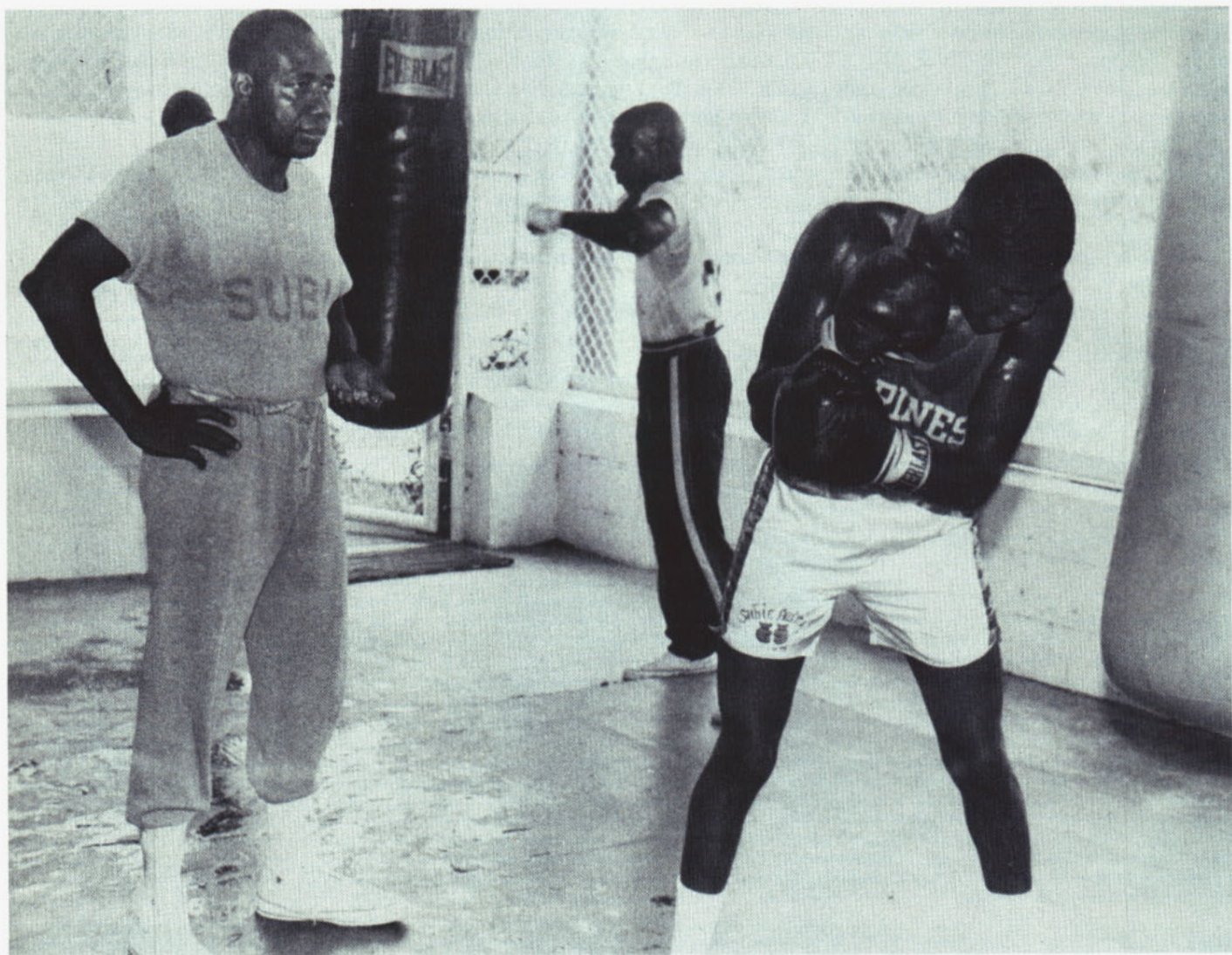
Story and photos by JO2(SW) Greg Lewis

His round, shaved head rests atop a neck as thick as a bull's. His eyes show kindness but also hard intensity. His 63-year-old body still has a fighter's might, straight and strong.

A former Navy welterweight champion and a retired senior chief machinist's mate, K.J. "Coach" Johnson has been in so many fights that he can't remember them all.

To the young boxing hopefuls at the Subic Bay Naval Facility, Republic of the Philippines, Coach is the man, the guy with the experience to turn them into boxers.

Tap, tap, tap-tap-tap. . . . Jump ropes scrape the deck. Bag gloves pound with



rhythm and speed into the heavy bag. The rope-jumpers' sweating bodies dance in cadence. *Tap, tap, tap-tap-tap. . .*

"Back in 1939, we were working in the laundry. We didn't have the money to buy gloves, so we put some clothes on our hands. Finally, some guys said to me: 'Why don't you get in the ring? You could win!'"

And that began "Coach's" boxing career.

He's seen a lot of fighting — in and out of the ring: three wars as a sailor, 21 years as a boxer, 26 years as a trainer, mixing all three most of the time.

"When I went into the ring the first time, I knocked the cat out! That's when I got some confidence in myself. I really liked it."

"Time!" he barks. Two Marines head into the ring: tough-muscle guys — all determination, sinew and eagerness.

"Just don't get mad," shouts Coach. "Don't get mad 'cause that's when you lose!"

The Marines nod, "shake it out" in their corners and grin. They're ready.

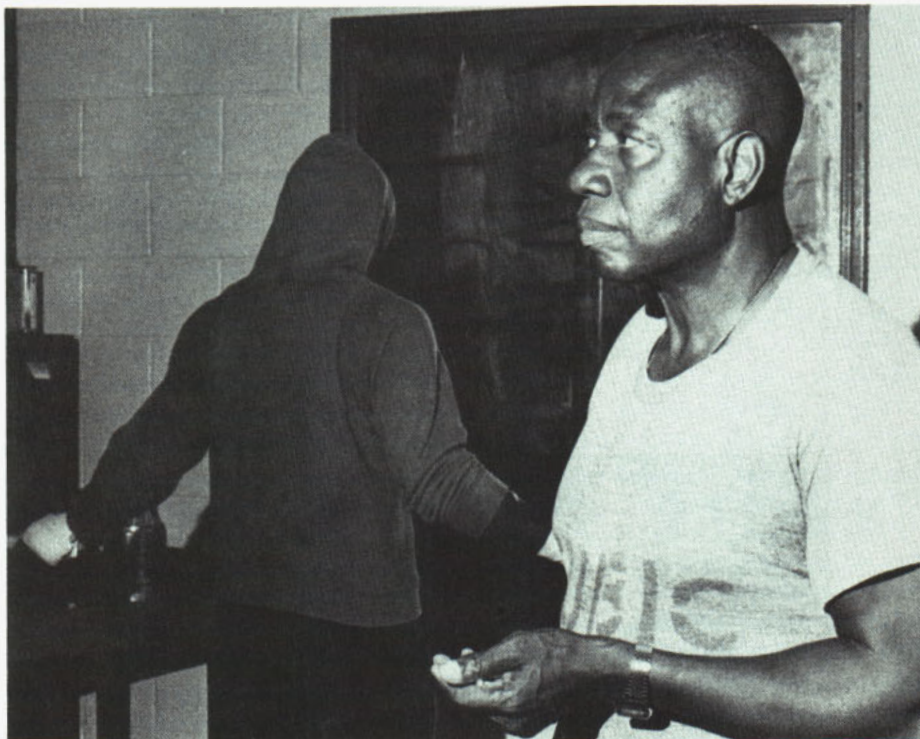
Coach calls himself "just an old country boy," born in St. George, South Carolina, in 1923. When he talks, his square-set jaw relaxes, as he warms to the conversation.

"I was drafted into the Navy on November 15, 1943. I liked it. I fell in love with it! Why, I went from rags to riches. I was making \$2.50 a week on the outside, back then, working from sunrise to sunset. When I came into the Navy I made \$50 a month.

"And I wanted to fight for my country. I really did!"

He leans back, with a smile full of teeth, a brow full of canyons, a face marked with lines left by a thousand gloves. But in that easy, friendly face, his eyes seem out of context, strangely sharp and piercing — clearly business.

Coach Johnson (left) in Subic sweats, analyzes fighters' techniques and with ever-present stopwatch (above) keeps tabs on time.



"You ask me about the fight I remember most? Oh, man! A guy named Grey. I'll never forget him. Boy, don't you know, that fight I'll *always* remember. And it was a draw!"

"He was a Ship's Serviceman 2nd Class on the USS *Canberra* (CG 2). It was 1962. We were on the same ship, and we were good friends. He was heavier, a heavyweight, around 190. I was 147 at the time.

"My left hand was best. Hooks and jabs. His best was his right, a right cross. I had a nickname for the guy. 'Pit Bull.' The more you hit him, the more he came at you. Grey was as tough as a ten-penny nail.

"We went three rounds, and I swore I'd never fight another big man again. I was sick as a dog. Our faces were bleeding, and we had knots all over our heads.

"Now, that was a good fight!"

"Time!" The Marines in the ring break immediately from a rib-jarring clinch. A million drops of sweat dance on their faces and drip to the floor.

"Watch for the right when you get in close," yells Coach.

Eyes turn to meet eyes. Corner shuffles begin. Thirty seconds.

Coach, 39 by the time he fought Grey, had already held the championship of the First Naval District at Boston in 1947 and the championship of the Atlantic Fleet at Norfolk in 1948.

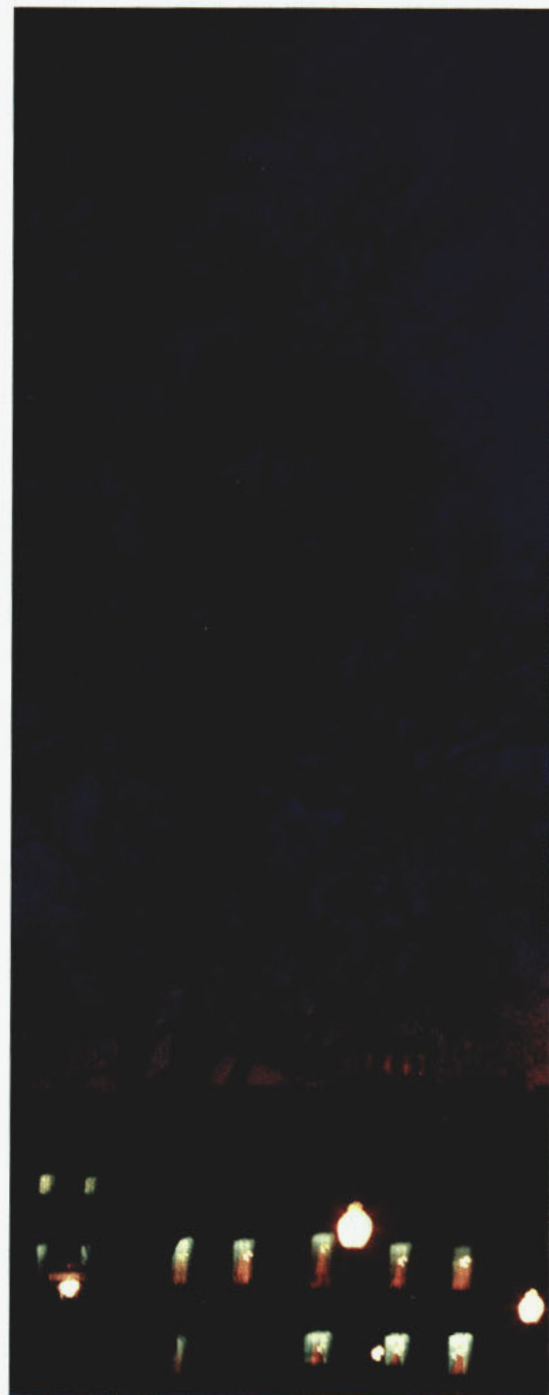
"I really love boxing," he said. "It keeps you in good shape, gives you confidence in yourself. You feel different — not weak, and it gives you a better outlook on life.

"Once you get your body up, you want to take care of it. You're proud of yourself. The more guys we have in here training, the less we have drinking and doing dope."

"Time!" The Marines finish in a draw. Muscles are strained to bursting, and the fire has not left the fighters' eyes. But two pairs of hands reach to congratulate each other before two proud men descend from the ring.

"Time!" Coach barks. And two more men prepare to meet in the ring. □

Lewis is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, R.P.



Duty in D. C.

What do Ronald Reagan, the Washington Redskins and 14,000 sailors have in common? They all call Washington, D.C., (at least temporarily), home.

The President, at his office at 1600 Pennsylvania Avenue, members of Congress on Capitol Hill, Justices in the Supreme Court and approximately 362,000 government employees clustered in literally hundreds of large and small office buildings, all work in the Washington area. Decisions made by these people in this city can affect the lives of

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millions of people throughout the United States and around the world.

“Stationed” at the Robert F. Kennedy stadium, the “’Skins,” as they are known locally, are synonymous with Washington. Everywhere you look, the team’s burgundy and gold colors flash out — bumper stickers, T-shirts, posters, billboards, drinking glasses, waste paper baskets. Even entire cars can be seen plastered from fender to fender with Redskins stickers.

AUGUST 1987

The sports-minded sailor will enjoy the hours of entertaining football debates provided by Washingtonians at the local watering hole.

The 14,000 sailors who live and work in the nation’s capital come from around the world, all ratings and all officer specialities, bringing to the Washington area a wide variety of work experiences and skills.

The Department of Defense, Navy Department and a large number of commands, large and small,

Base facilities in D.C.

Duty in the national capital region means having access to a multitude of military facilities and services.

Your choices for commissaries and exchanges include Army: (Ft. Belvoir, Cameron Station, Ft. McNair, Ft. Meyer, Vint Hill Farms, Walter Reed), Air Force (Andrews, Bolling), Marine (Henderson Hall) and Navy (Bethesda, Washington Navy Yard - exchanges only) A little farther out from the city are Army (Ft. Meade), Marine (Quantico), Navy (Annapolis). Medical and Dental facilities include some of the best the military has to offer. Besides the premier, full-service hospitals of Bethesda (Navy) and Walter Reed (Army), there are also the general hospitals — Malcolm Grow (Andrews AFB) and DeWitt (Ft. Belvoir). All other bases and facilities offer medical and dental clinics.

The retirement community of the region is large and services to dependents can sometimes entail long waits for scheduled appointments.

Continuing your education is not a problem when assigned to Washington, D.C. Excellent universities, and two- and four-year colleges are located in metropolitan D.C. and throughout the surrounding communities. Almost all of the local educational institutions, as well as numerous out-of-area campuses, offer courses at military bases and buildings.

The educational offices at your particular base or work location will have more complete information on the many universities in the area, including George Washington, Catholic, Howard, American, George Mason, Johns Hopkins, and Maryland. Community colleges are represented by Montgomery, Northern Virginia, Prince George's, and Charles County.

Unemployment is not a significant problem in the area at this time. Spouses can usually find employment in their field of expertise although some professional opportunities might be scarce due to a large pool of qualified applicants. Support positions are more easily obtained and there are numerous temporary employment agencies, if part-time or an intermittent work schedule is desired. □

USO in Washington

The USO can be found around the world, lending a helping hand to service members in need. The nation's capital, which has one of the largest concentrations of U.S. military personnel in the world, is no exception.

For example: if you would like to spend the evening at Washington's famous Kennedy Center taking in a live performance, but you fear tickets would cost too much, the USO in D.C. could be your answer.

The USO's popular Metropolitan Washington ticket program gives free tickets to active duty service members and their dependents. These tickets, donated pri-

marily by the general public, are distributed on a first-come, first-served basis. Call (202) 842-5387 for more information.

Other USO programs include: neighborhood centers, emergency assistance, directions to base services and facilities, children's programs and activities, community newsletters, maps, brochures and phone lists.

These are just a few of the many services that USO provides. For more information on these or any other programs, call the USO at (202) 783-8117 or write USO of Metropolitan Washington, 601 Indiana Avenue, NW, Washington, D.C. 20004. □

The nation's capital

are located in the capital area. With almost all of the Navy's headquarters of bureaus and staffs here, Washington, D.C., is the brain for a Navy octopus whose tentacles reach out across the world. Washington-based sailors find themselves at a global power base and have a direct or an indirect impact on the fleet, national defense and world peace.

By far the greatest number of the area's active duty sailors work in either the Pentagon, or nearby, in the Navy Annex and Crystal City. Among



Whether it's the National Zoo, the Washington Monument or a ceremonial color guard, there's a wide variety of things to see in our nation's capital. (Previous page) The Capitol at night is one of the "must-sees" in Washington, D.C.



other things, Crystal City houses the Personnel Support Detachment, which serves all active duty and reservist personnel in Washington.

A "must" visit, even if you're just passing through the area, is the Navy Annex, home of the Naval Military Personnel Command. NMPC is where you can find your detailer and personally talk to him or her about your career path. And it's where your permanent personnel record is on file. If you are here, take the time to read this microfiche copy

of your records in person and make sure they are accurate and up-to-date.

Located on the waterfront in southeast Washington is the Washington Navy Yard, headquarters for Naval District Washington, the command with administrative responsibility for Navy people in the Washington area.

Naval Station Anacostia, just across the Anacostia River from the Yard, serves as its annex. Several support activities are located there, including NDW

Smithsonian museums

- **National Air and Space Museum** traces the history of flight. The most popular museum in Washington.

- **National Museum of American History** displays the flag that inspired Francis Scott Key to write the national anthem. Contains extensive displays of American industry and culture.

- **National Museum of Natural History** exhibits stuffed animals from many parts of the world and skeletons of prehistoric animals. The mineral and gem collection is world-famous.

- **Smithsonian Arts and Industries Building** houses a large collection of machines and artifacts from the 1800s.

- **The Museum of African Art** offers sculptures and other art works that reflect black African culture. It also displays works by black American artists.

- **National Gallery of Art** boasts a world-famous collection of paintings and sculptures.

- **The Hirshhorn Museum and Sculpture Garden** has an outstanding collection of modern American works of art housed in a distinctive circular building.

- **The Freer Gallery of Art** features one of the world's finest collections of Oriental art. □

Have map, will travel

Boredom is not a word that should enter your vocabulary while spending time in Washington, D.C. Outside your doorstep is a world filled with things to do and see — many of them free. An investment of a little time and energy pays off in large dividends for the person who is looking for entertainment or edification.

Since entire books have been written on the subject of things to do and see in the District, it would be unrealistic to attempt to give a complete list here. This is just a "mini-list" to give you an idea of the wide variety of activities available to you.

- **Lincoln Memorial** — a temple-like white marble monument that honors President Abraham Lincoln.

- **Mount Vernon** — the former private estate of George Washington, an exquisitely maintained example of life in the 18th century.

- **National Zoological Park** — a beautiful zoo containing about 3,000 animals, including the famous pandas the Chinese people gave the U.S. in 1972.

- **Pro Sports** — Washington is the home of the National Football League's Washington Redskins, the National Basketball Association's Washington Bullets, the National Hockey League's

Washington Capitals, and arena football league's, Commandos.

- **John F. Kennedy Center for the Performing Arts** — some of the very finest dramatic groups, ballet and opera companies from all over the world perform here.

- **Georgetown** — a historic and fashionable neighborhood that features premier dining, shopping and late-night entertainment.

- **The National Mall** — a long, narrow parklike expanse of lawn and tree-lined paths that stretches westward from Capitol Hill, bordered by government office buildings and Smithsonian museums. The Mall provides a vast open space in the midst of government buildings and offers a wide variety of free concerts and outdoor activities.

- **United States Botanic Gardens** — exhibits of more than 10,000 kinds of plants, including many rare species, all in a single building that duplicates every environment from desert to tropical rain forest.

- **Capitol Hill** — in addition to the Capitol building, the hill also is home to several huge government buildings, including the Library of Congress, the Supreme Court Building and office buildings for both houses of Congress. □

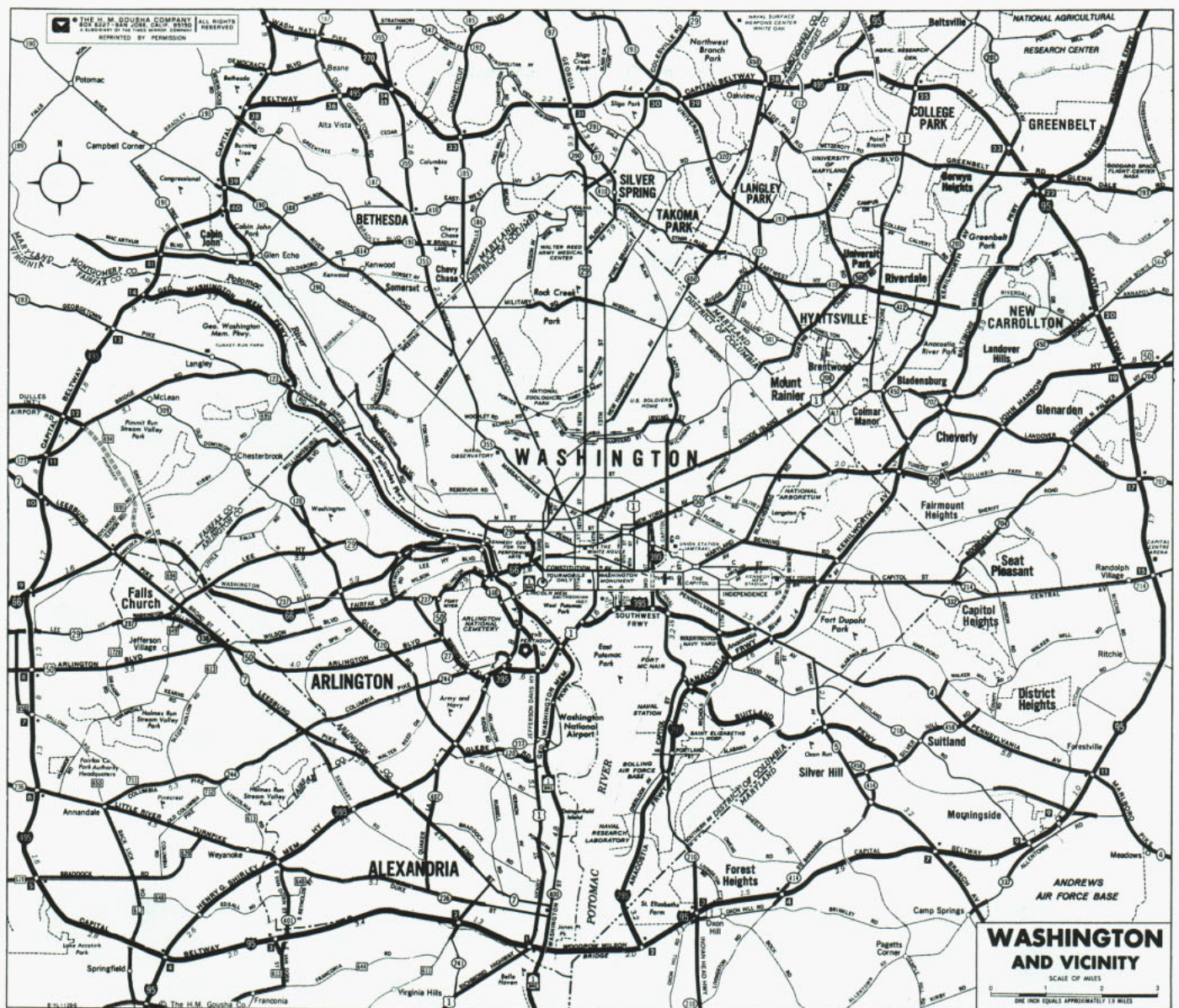
The nation's capital

Special Services. Anacostia, formerly a naval air station, is now the ready site for the Marine Corps Presidential Helicopter Squadron, HMX-1.

These are just a few of the places that Navy people can be found working. Sprinkled throughout the area are so many commands and offices that it would be impossible to mention them all here.

But duty anywhere in the Navy is usually not all work. Certainly, Washington, D.C. is no exception. Despite the high cost of living, the nation's capital

ALL HANDS



for its off-duty entertainment and activities.

And best of all, a large portion of the city's activities are free. Just one Smithsonian museum will more than fill up a rainy Sunday. Or if the weather is good, a simple stroll through one of Washington's famous parks can offer more entertainment than you may have thought possible.

Washington, D.C., home of the Smithsonians, offers a wide variety of museums. For example: The National Museum of American Art surveys Amer-

National Museum of American Art surveys American art from colonial days to the present; The National Portrait Gallery includes paintings of persons important in American history and the Renwick Gallery exhibits American crafts and decorative art. These are just a couple of the many museums available throughout the area. For more information on Smithsonian Museums, see page 22.

Although a lot of the activities in D.C. are fun for the whole family, there will times when you want

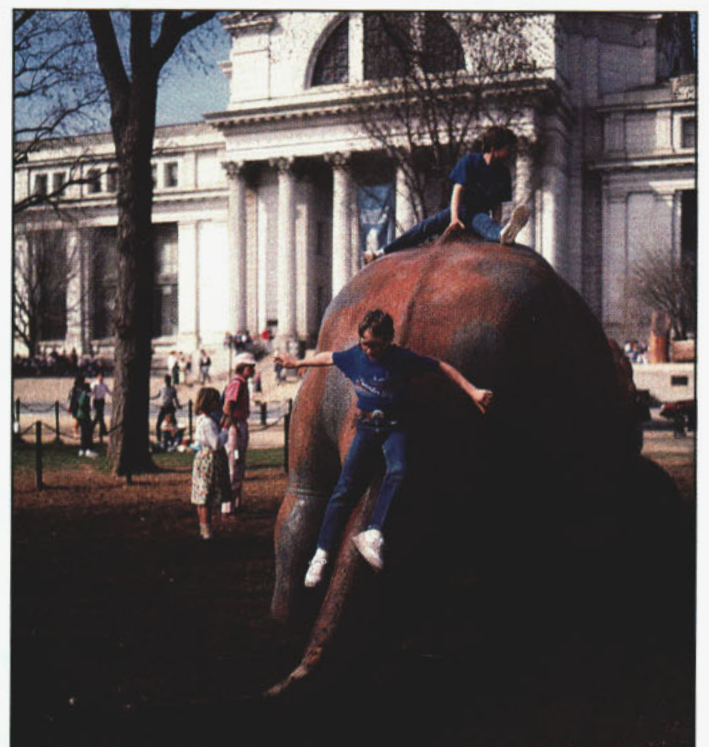
From Annapolis to Monticello, Williamsburg to the Smithsonian's Natural History Museum, the attractions of the D.C. area are endless.



The nation's capital

Be forewarned, child care can be difficult to find, but not impossible. Although waiting lists are not uncommon for the more popular and convenient facilities, there are other alternatives. There is a growing cottage industry of individual child care providers. And most areas (Maryland in particular) require care-givers to be licensed if they care for more than a certain number of children. In addition, most military bases outside the District of Columbia offer some kind of day care facility.

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One last thing to consider, whether going to work or out for a day of fun, is parking. Depending on where you live and work, parking will probably be as easy as finding a needle in a haystack — and very expensive. Either plan to arrive early, before the crowds, or use the Metro. You will be surprised at how easy it is to get where you want to be on this mass transit system.

Most of the activities described below can all be reached by riding the Metro Rail.

“The Mall,” as it is known to locals, is a long, tree-lined park that begins at the Lincoln Memorial and runs about two miles to the steps of the Capitol building. Attractions in the park include the stately Lincoln Memorial (with its famous reflecting pond), the soaring Washington Monument, the solemn Vietnam Memorial, the elegant Jefferson Memorial and the ever-popular Tidal Basin, an in-city lake surrounded by Japanese cherry trees, and a popular haunt for joggers, bikers and photographers.

The costs of commuting and housing in D.C. are high, but not impossible to cope with.



The nation's capital

If you are athletically inclined, the Mall offers a wide variety of sports such as volleyball, softball, lacrosse, rugby or touch football depending on the season. Many of these games are pick-up and anyone can join in the fun.

If you enjoy sports, but more from the spectator point of view, polo and other unusual sports are also played on the Mall throughout the summer months.

In addition to amateur sports, Washington is home to several professional teams. The Washing-

ALL HANDS

On—and off—base housing

For many, the thought of duty in Washington, D.C., strikes fear right where it hurts the most — in the pocket-book. Yes, the Nation's capital is an expensive place to live and work, but not as expensive as you might think.

Your largest expense will be housing. Rents range from \$450-\$800 for a single bedroom apartment to \$1,400 for a house in the suburbs, but a generous Variable Housing Allowance (VHA), 40 to 50 percent more than the standard Basic Allowance for Quarters (BAQ), goes a long way towards helping out.

In addition, government quarters are available in the following locations: Bellevue Navy Housing, Fort Belvoir, Bolling Air Force Base and Andrews Air Force Base.

The wait is lengthy so waste no time getting your name on the waiting list. Applications for housing may be submitted any time following receipt of permanent change-of-station orders. Make your application for family housing on DD Form 1746 and submit it to: Headquarters, Naval District Washington, Family Housing Office, Bldg. #57, Anacostia, Washington, D.C. 20374.

For those planning to live off base, large selections of apartments, townhouses, condos, and houses are available. Most landlords require a one-year lease, a deposit equal to the monthly rent and

usually at least one month's rent in advance.

Where you live will have a big impact on the amount of rent you pay. Route 495, called the Beltway, arcs in a large circle around the District, forming a boundary that can be used as a dividing line. Inside the beltway, rentals run at least \$100 per month more than they do outside the super highway. In the southeast quadrant of the Beltway, the situation may be reversed; it can be more expensive outside 495.

Many people have found that banding together and sharing expenses is a good solution to the high cost. Don't worry about finding a roommate; not only will other singles currently living in the barracks be looking for someone to share a place with, but the classifieds are filled with people looking for a roommate to help with expenses. A popular tactic that many young professionals employ here is to buy a condo or a townhouse and then rent out a room to help make the monthly payments.

One more tip. When shopping for an apartment, be sure to find out if utilities are included in the rent. Washington, D.C. is a region of four distinct seasons. Running your heater in the freezing cold winter and air conditioner in the hot, muggy summer will quickly add up to big bucks. □

Commuting

When shopping for a house or apartment, keep in mind that commuting in D.C. has rightfully been called "a nightmare." During the three-hour rush hour, almost all of the major highways turn into large parking lots.

However, a little careful planning on your part and you can avoid most, if not all, of the traffic problems.

D.C., northern Virginia and southern Maryland boast a spectacular mass transient system.

For more and more Washingtonians, Metrorail is the way to go. Each work day approximately 340,000 people take advantage of Metrorail's 50 stations to beat the traffic. In addition to the trains, Metrorail also has 350 feeder bus routes reaching out to areas not near a station.

The fares depend on the distance traveled and time of day. During non-rush hours, the trains run every 15 minutes and are less expensive than they are during the rush, when they run every three minutes. To commute to and from work each day costs approximately \$3 to \$5.

Another popular solution to beating the traffic is car pooling. Throughout the region, there are several High Occupancy Vehicle lanes open only to vehicles carrying three to four people in them. □

ton Redskins are so popular that season tickets to their football games have been sold out for more than 15 years. Check with the local USO and recreation offices for special deals that may be available to active duty people.

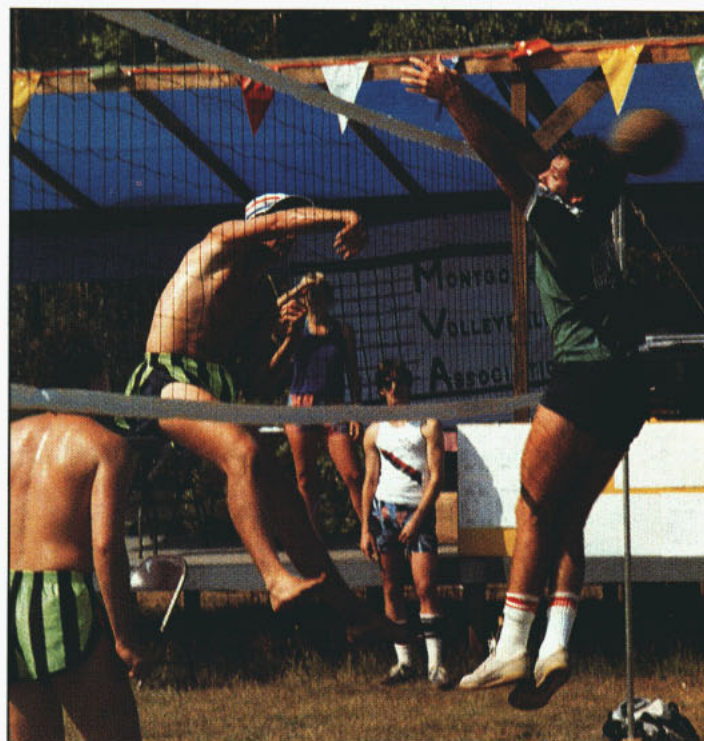
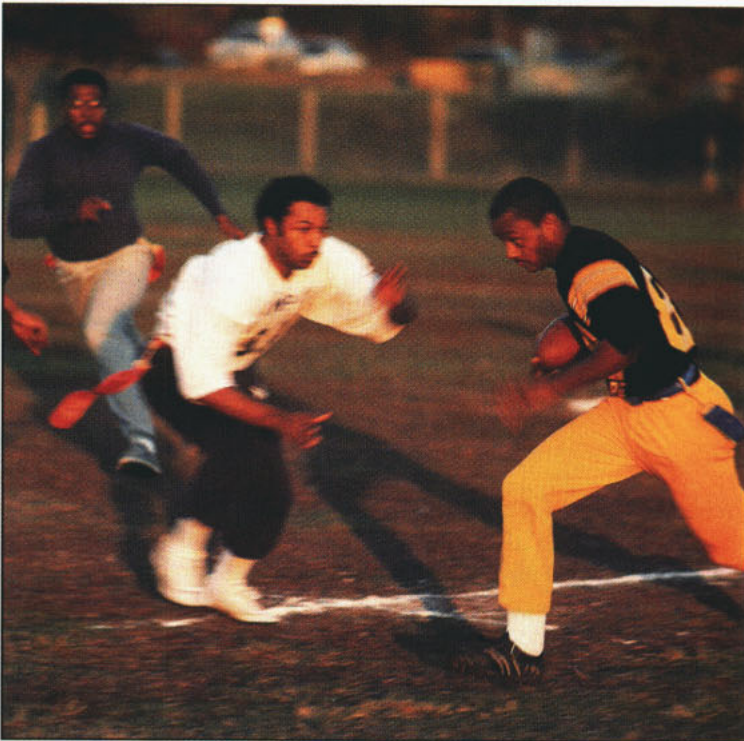
Washington basketball (in the form of the NBA Bullets), Hockey (with the NHL Capitals) and baseball (via the nearby American League Baltimore Orioles, 40 miles up the road) provide a full roster of pro sports. Tickets to all these games are readily

available, often with discounts to service members.

And not all the fun has to mean a trip into the city. Historical towns, buildings, battlefields and birthplaces can be found in abundance throughout the region. And both Annapolis and Baltimore are less than an hour's drive away.

You say you want to go to the beach? Just take your pick: an hour to the east is the Chesapeake Bay, where military people can enjoy the Navy Recreation Center, Solomons, Md., two hours more are

Sports activities are plentiful in D.C., whether you prefer spectating or participating.



The nation's capital

Rehoboth and Dewey Beaches in Delaware and Ocean City in Maryland and about four hours to the south is Virginia Beach.

Still looking for something to do? How about giant amusement "theme" parks: Wild World, King's Dominion, Busch Gardens, or a beautiful historical village — Colonial Williamsburg? Race tracks? What kind? Funny cars, formulas, stock, drag, you name it. How about horse racing — harness or thoroughbred? The famous Pimlico race



track, site of the Preakness Stakes, is in the Baltimore suburbs. If that's not enough, there is sailing, antique shopping, snow-and water-skiing, antique shows, fishing, camping — the list is endless.

In addition, many sailors are also actively involved in their local communities — Boy Scouts, playing sports in community leagues, members of the PTA and volunteer groups.

If after-hours entertainment is your bag, then Washington is your kind of town. From Broadway

hits playing at the Kennedy Center to local community dinner theaters; from classic operas and ballets, to free park concerts and street dancing; from clubs with multi-level dance floors and flashing lights to small corner pubs; and from five-star restaurants to corner hot dog stands, Washington, D.C. has it all. □

—Story and photos by JOI Lynn Jenkins



Crossing Hitler's moat

Navy assault boat units on the Rhine

In March and April 1945, the Allied armies stormed across the Rhine River and entered the heart of Nazi Germany sealing the fate of Hitler's Third Reich. The 800-mile Rhine waterway, rising in eastern Switzerland and flowing north through Germany and the Netherlands to the North Sea, was the "moat" protecting the heartland of Germany — Hitler's castle keep. But in that late spring of '45, the moat was crossed and the castle walls breached, presaging the collapse of one of the most terrible regimes the world has ever known and ending the Second World War in Europe.

Although the final land battles of the European campaign are usually associated with the U.S. Army, the U.S. Navy played a vital role in that part of the war.

In the Allied assault on the Rhine, the Navy was called upon to ferry troops and equipment of the U.S. First, Third and Ninth Armies, components of the U.S. 12th Army Group under General Omar Bradley, across the river and to lend whatever support they could during the amphibious operation.

The Navy's role at the Rhine was unique in that it was the first time in history that it had been called upon to support the Army in an inland river

transit. The Navy "bluejackets" were 200 miles from the nearest ocean when they made their historic Rhine crossing.

The call for Navy assistance went out in September 1944. Hitler's legions were reeling under the relentless Allied drive through France and on into Belgium. Harried, battered and bloodied, the German armies were being pushed back to their own border and that last line of defense protecting the German heartland — the Siegfried Line. This defensive barrier of concrete and steel extended for 400 miles along Germany's western frontier, with the Rhine River posing the major natural barrier. Its east and west banks were separated in places by 300 yards of deep, swiftly flowing waters — a long haul for an attacker who is getting shot at.

Allied leaders knew that it was just a matter of time before their forces would reach the Rhine. They anticipated that the Germans would blow all the bridges spanning the river and that a waterborne assault would be necessary.

Although the U.S. Army had its own assault and utility craft, it was determined that these boats would not be able to cope with the river's strong eight-knot current. But Navy LCMs and LCVPs were able to handle 10- and 11-knot currents without difficulty. Also, the design of these two types of craft, with their bow ramps, was ideal for quick on-load and off-load of vehicles and personnel.

The LCMs were able to land 30-ton medium tanks and smaller vehicles onto a beach, and were capable of carrying 60,000 pounds of cargo or 60 troops and all their gear. Each LCM was 50 feet in length, 14 feet at the beam and had a top speed of 11 knots. They were protected by two .50-caliber machine guns.

The smaller LCVPs had the capacity to carry 36 troops or a 6,000 pound vehicle or 8,100 pounds of cargo. This craft was 36 feet long and had a 10-foot beam. It had a maximum speed of nine knots and carried two .30-caliber machine guns to cover itself. Though smaller and slower than the LCM, the LCVP held one advantage: it had the steering control and gunner's cockpits in the hold. On the LCM, the cockpit was located aft in the open, directly over the engines.

Thus, with the equipment and experience for the job, the Navy was ordered to draw up a plan whereby the LCMs and LCVPs and their crews would be ready to shuttle reinforcements and equipment across the Rhine once initial assault forces had secured a hold on the enemy's side of the river. This plan, codenamed "Delaware" called for the organization of five LCVP task units, each unit comprised of 24 LCVPs manned by 12 officers and 205 enlisted men. The crews were selected on the basis of experience and there was plenty of that. Many of the sailors, some of whom were not even old enough to vote, had already

The Adolph Hitler bridge is left blown in two in the wake of the German retreat across the Rhine.

Crossing Hitler's moat

seen action in amphibious landings in North Africa, Sicily, Italy and the Normandy coast of France.

The units were organized in England. In November, three of them were sent to sites in Belgium and France for training. Of the remaining units, one was assigned to Le Havre in France as a replacement and spare parts group, and one remained in England in reserve. LCM units were added later to carry the Army's heavy weapons and tanks across the river.

The three forward units sent to Belgium and France were under the operational command of Cmdr. William Whiteside. Designated as Naval Units One, Two and Three, they were assigned to the First, Third and Ninth Armies, respectively.

The advance units were sent at night as inconspicuously as possible by LSTs, across the North Sea to Belgium and France. The unit assigned to General George S. Patton's Third Army had to make a 300-mile overland journey from Le Harve before reaching their training site on the Moselle River.

Hauled by Army trailer trucks, the landing craft arrived in the Third Army sector decorated with telephone wires, treetops and bits and pieces of French homes. Fifty-foot long, 14-foot wide, 10-foot high LCMs on trailer trucks were less than gentle in trying to negotiate the narrow, shell-pocked and sometimes twisting streets of French villages.

According to one source, when the sailors arrived in Belgium, clad in regulation bell bottom dungarees, a surprised U.S. infantryman asked one of the sailors what the hell the Navy was doing so far away from the ocean? "We're going to take you landlubbers across the Rhine!" came the cocky reply.

In order to keep the preparations for the amphibious assault under wraps as much as possible, the sailors had to trade in their blue dungarees for the brown of the infantry field uniforms. They were issued rifles and small arms and had to rid themselves of all Navy insignia. Helmets replaced white hats and combat

boots were *de rigueur* in footwear, replacing the regulation shined black shoes. Even the blue-gray Navy landing craft were given a fresh coat of olive drab paint.

The sailors were quartered in tents and were furnished with cots, though there were exceptions. For one boat unit assigned to the Third Army in France, an old French cavalry barracks became home away from home. The barracks had previously been occupied by German troops and during their tenancy, they had named the barracks "Adolf Hitler Kaserne" and had a sign to that effect hanging over the entrance. When the Navy took over, the sailors took this as a personal affront and immediately ripped that sign down and re-christened their new home "USS Blood and Guts" after the flamboyant commander of the Third Army, and their new boss, General Patton.

The advance amphibious units trained on the Meuse River in Belgium and the Moselle River in France. These two rivers offered similar conditions the units would face on the Rhine. For five months the Navy crews trained with the Army combat engineers with whom they would work very closely during the crossings.

Not only would the Navy be shuttling men and equipment across the Rhine, they would also be assisting the engineers in constructing pontoon and Treadway bridges. LCVPs and LCMs were excellent vehicles for towing bridge sections to crossing sites. The Navy craft could also hold the sections in place while the engineers secured the anchors.

During training, the sailors had to contend with a number of problems in using landing craft designed for salt water now operating in fresh water.

The winter of '44-'45 was a tough one as troops faced continuous snow or rain. Mud, silt and ice posed major headaches. "Mainly they fought mud" said Navy Lt. Loring Merwin, a press relations officer assigned to Unit One. "Mud that bogged down their cranes and launching





equipment, mud that mired their trucks and oozed about their ankles. . . ."

Boat Unit Two, training on the Moselle River, had quite a difficult time because of heavy flooding. On Thanksgiving Day, Lt. Cmdr. William Leide, commanding officer of Unit Two, related that the river had risen so high that the landing craft were actually sitting on a country road. But later that afternoon, all 24 of the boats under his command broke their moorings and started heading down the river when the flood waters began receding.

According to Leide, "An officer and his entire boat division had been placed on day-and-night duty to watch over the boats. The river fell rapidly and this officer, Ens. W. H. Klein and his enlisted men, in an endeavor to secure the escaped craft, started them down the river. . . ."

Ens. Klein and his men were doing well until they came to a waterfall. At this juncture, all hands abandoned ship as 20 of the 24 craft headed over the falls with Ens. Klein right along with them, having failed to make it to shore after jumping from his boat. Fortunately, after going over the falls "without a barrel" as Leide put it, Klein was saved by two Frenchmen.

By midnight, all the craft had been retrieved, with only seven being seriously damaged. These seven LCVPs were found, according to Leide, sitting high and dry in a meadow. He said, "It was a strange sight to see cows and goats grazing under the bow of a Navy assault boat."

The ice too was especially bothersome, requiring the crews to place ice guards on the boats' screws. Also, the cold weather complicated the operation of the cooling systems on the landing craft. These systems were designed for salt water and salt



A Navy LCM (above) is hauled through a Dutch village while on its way to the Rhine. (below) An Army tank prepares to go aboard a waiting LCM for its trip across the Rhine.

Crossing Hitler's moat

water freezes at a lower temperature than fresh. But in France, Belgium and later in Germany, fresh water was being pumped through the cooling systems, and, sure enough, they froze.

In addition to these nagging problems, learning new techniques in handling their landing craft on a river was another obstacle the sailors had to overcome. Unlike the amphibious assaults they were used to, where they charged into the beach with tidal currents behind them to land their cargoes on flat sandy beaches, on the Rhine the boat crews would have to maneuver against a strong, swift and tricky sidewise current and try to beach their craft with as much accuracy as possible on the rough, broken, steep terrain that made up the German-held east bank.

Thus for the Navy-Army amphibious teams there was little respite from the continual grind of training: Load, launch and unload, and then load, launch and unload again. And all this was done while sailors helped to train Army foot soldiers in handling the smaller paddle boats that would take the initial spearheading forces across the river.

The Navy practiced carrying every type of gun and every type of vehicle from jeeps and command cars to tanks and bulldozers across the rivers and back again to make sure there would be no problems during the big push at the Rhine. The landing craft were also fitted out for litter bearer duty, each one capable of carrying 14 casualties per trip.

Living and looking like soldiers, the sailors soon began to talk like Army men and vice versa. Sailors began referring to "heads and quarterdecks" as "latrines and command posts" while the soldiers no longer called a floor a floor. It became a "deck" and they never climbed upstairs anymore. They now went "topside."

Although the sailors did a considerable amount of complaining while adjusting to the harsh life of the foot soldier, most of the grousing was done in good humor, except when it came to chow. The sailor-

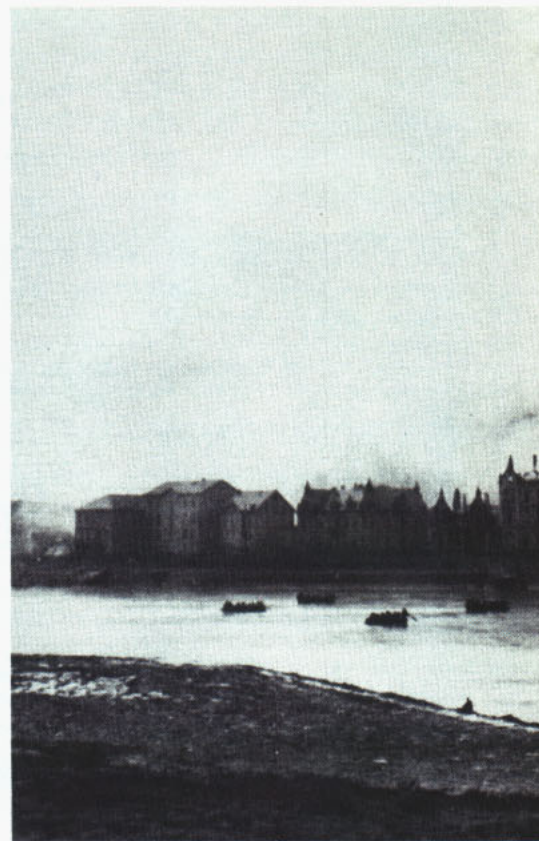
turned infantryman didn't particularly care for the soldier's normal bill-of-fare, which consisted of C and K rations. It wasn't unusual for the sailors to send out a special patrol to reconnoiter the nearest Navy advance base in hopes of liberating and returning with what they called "good Navy chow."

Being up with the infantry also meant being in the line of fire from German snipers, artillery and planes. Whether facing enemy harassment fire or direct attacks, the sailors were, from time to time, reminded by the Germans that the war wasn't over yet and the proverbial light the Allies were seeing at the end of the tunnel could still be a freight train.

Army Sgt. Ed Cunningham, a correspondent for the famed World War II Army weekly, *Yank* magazine, recorded one incident of a Navy man who found himself under fire. According to Cunningham, a Chief Machinist Mate by the name of James Trammell of Beaumont, Texas was in the town of Aachen, Germany, just west of the Rhine, looking for spare parts for the boats in his unit. When, the Germans started shelling the town. Trammell took cover under a jeep. As he lay there, one of the 88mm shells slammed into the earth near his hiding place and a piece of shrapnel hit him in the hand. For this wound, he was later awarded the Purple Heart.

But Chief Trammell felt that such a minor injury hardly merited such a decoration. He held onto it however, until the day he found someone he felt was more deserving. This "someone" was a little Belgian girl who had been badly hurt when a German "buzz bomb" V-1 missile hit her home. Trammell gave her his Purple Heart.

As the training progressed for the Rhine assault, the oft spoken words, "It won't be long now" seemed to be on everyone's lips as the Allies continued to push the German armies steadily back toward the Fatherland. But though harassed and bending under pressure, the Germans were still far from being defeated. On December 16, 1944, Hitler



launched 24 divisions, 10 of which were the feared Panzer armored units, against the Allied lines in the Ardennes, in a surprise offensive calculated to split the American and British armies. And right in the middle of this offensive, later dubbed "The Battle of the Bulge," was Navy Boat Unit One, assigned to the First Army and under the command of Navy Lt. Wilton Wenker.

In the early stages of the offensive, German attackers sent American units reeling back in confusion under the unexpected and punishing assault. Sailors, along with their landing craft, were forced to evacuate their positions and fall back with the soldiers. At one point, six boat crews of Unit One, training in the Ardennes area, found themselves right in the eye of the storm with the Germans only 11 miles away. However, the crews made it out and eventually rejoined the rest of their outfit, which had been ordered to evacuate to Waremme, Belgium, 100 miles to the rear.

In retreating from the German onslaught, the sailors found themselves living like vagrants and it seemed that they never stayed in the same place two nights running. They were billeted in a bombed-out factory, a town hall, a



U.S. Third Army troops cross the Rhine at St. Goar as GIs on near shore give cover against snipers.

movie theater, a restaurant, a grammar school and on some occasions in private homes.

Contingency plans were drawn up that called for the destruction of all the landing craft should the German breakthrough succeed and a unit found itself surrounded. Adopting what they called the "scorched sea" plan, commanders detailed how, in an emergency all the boats could be destroyed. The LCVs, made of plywood, would be drenched with gasoline and put to the torch. The steel-hulled LCMs would be gutted by fire and then sunk.

But due to major German tactical errors and lack of fuel to feed their Panzers, the enemy attack ground to a halt shortly after Christmas. This enabled the staggering Allies to recover their balance and begin a counterattack. By the middle of January, all the gains made by the Germans in their Ardennes offensive had been eliminated. The momentum of the renewed Allied drive was such that by the end of February 1945, the supposedly invulnerable Siegfried Line was cracked and Allied soldiers were standing on the west bank of the Rhine.

The first boat unit to see action at the Rhine was Boat Unit One. On the night

of March 7, the unit was called at its training area in the Ardennes sector and ordered to get to the Rhine as quickly as possible. This call came just after units of the Ninth Armored Division of Lt. Gen. Courtney Hodges' U.S. First Army captured the Ludendorf bridge at Remagen. The Ninth came upon the bridge so suddenly that the surprised Germans didn't have time to destroy it. This proved to be the only bridge, along the entire river, not blown by the Germans.

It took four days for the Army convoys hauling the landing craft to reach the Rhine because of the narrow, blasted-out roads that were constantly congested with troops, armor and supply vehicles, all trying to get to the river. The situation was described as "nightmarish."

While passing through a German village, the convoy encountered one street so narrow that there was no way the trucks carrying huge LCMs could make a particular turn; a house sitting on the street corner, completely blocked the way. There was no alternate route that could be taken and the house was holding up the whole convoy. Thus, the Army convoy officer, accompanied by some of the Navy crews, politely

knocked on the front door of the house.

When the owner answered, the Army officer, who could speak enough German to get by, said courteously, "How do you do? I just came to tell you that you will have to evacuate immediately. We gotta blow up your house." Shortly thereafter, a healthy charge of dynamite and a bulldozer allowed the Navy to continue on its way.

On March 11, Unit One reached the Rhine near Remagen at Bad Neuenahr and launched the first 10 of a total of 24 boats that would, by March 15, be cruising up and down a 35-mile stretch of river above Bonn.

For several days the Ludendorf Bridge at Remagen was used by U.S. forces, before it collapsed from German air and artillery bombardment. The Navy boats helped the Army engineers construct pontoon and Treadway bridges that were needed to ease the traffic load from the bridge.

When the first boats arrived at Remagen, they were immediately put to work helping the engineers get a 1,200-foot pontoon bridge across the river. Although two-thirds of the river had already been spanned by the time the boats were on the scene, a 6-knot current on the east side (the enemy side) was causing a problem.

To help out, the Navy had the first LCV in the water tow pontoons over to the far side of the river so that the engineers could complete the bridge. However, just after the last sections were put in place the strong current overcame the weak anchors and the bridge broke loose and swung back in an arc down river. Two LCVs rushed in and, shoving themselves upstream against the loose end of the span, they straightened the bridge out and for the next two days held it in place until the engineers tightened it down. This was an especially difficult job since it was done under heavy Ger-

Crossing Hitler's moat

man artillery bombardment.

With this first bridge complete, Boat Unit One went on to ferry troops, guns and equipment of the U.S. 1st, 2nd and 59th Divisions across the river at points designated by the Army.

It was almost like Old Home Day for a few of the sailors and soldiers. While carrying units of the 1st Infantry (known as the "Big Red One") to the east bank, some of the boat crewmen recognized certain Big Red One soldiers they had carried into Normandy on D-Day nearly a year before.

According to Lt.j.g. F.B. Eby, Boat Unit One's executive officer, the sailors were also called upon to patrol the upstream end of the bridgehead, day and night. As he described it, "On the night patrol, we had one boat whose sole purpose was to drop depth charges at intervals of about two minutes, just to combat (enemy) swimmers who were attempting to destroy the bridges which had been built by the First Army"

Eby added, "We were twice successful in bringing swimmers — so-called human torpedoes — to the surface and forcing them ashore into Army custody." This patrolling for saboteurs would become common practice for all the Navy's boat units during the Rhine crossings.

These patrols were often carried out amidst enemy gunfire from both artillery and aircraft. On one of the day patrols near Ludendorf Bridge, 19-year-old Seaman First Class Calvin Davenport, manning the .30 caliber machine guns on his LCVP, shot down a Focke-Wulf 190, as the German fighter plane swooped in to strafe the bridge.

On March 17, when the Ludendorf Bridge finally collapsed, the floating debris posed a threat to the pontoon and Treadway bridges downstream. To help prevent or at least minimize the damage, some of the boats not on patrol or ferrying troops were used to collect the debris and divert it away from the spans. It was a tough job and the boat crews did the best they could. Although the bridges were damaged, the boats were

credited with saving one bridge from being totally destroyed and carried away.

When the debris was heaviest, one of the large pontoon bridges started to break away in the powerful current. Three of the landing craft headed for the bridge and put their bows against it, going at full speed. For the next 18 hours they held the bridge against the surging Rhine until stronger anchors could be secured by the engineers.

On the day the Ludendorf Bridge collapsed, six LCVPs continued to ferry troops across the Rhine amidst the floating wreckage. By the end of the day they had put 2,500 Allied troops on the enemy shore. In all, by March 27, Boat Unit One had ferried 14,000 soldiers and 400 trucks across the Rhine and had evacuated several hundred wounded men.

The sailors of Boat Unit Two, commanded by Lt. Cmdr. Leide, went into action on March 22, when they arrived at Patton's Third Army sector of the Rhine near Oppenheim, after being alerted two days earlier at their training area in Toul, France.

At Oppenheim, Unit Two supported the U.S. 5th Division as it crossed the river. After the initial bridgehead was established in the early morning hours of March 23, the boats of Unit Two, under heavy artillery fire and bombing and strafing attacks by the Luftwaffe, managed, over the next 72 hours, to get onto the far shore nearly 15,000 men and an assortment of 1200 vehicles ranging from jeeps to tanks. On the return trips, the boats brought back German prisoners and wounded GIs. Boat Unit Two sailors also helped the engineers build bridges and pushed pontoon barges loaded with tanks to the enemy shore.

By March 26, the Oppenheim bridgehead had been secured, but there would be little rest for the boats and crews of Unit Two. Already, boat detachments had been sent to support three other Third Army crossings that would take place at Boppard, Oberwessel and Mainz.

On the night of March 25-26, at Boppard, the Navy assisted the U.S. 87th Division in crossing what was known as the Rhine Gorge, 10 miles upstream from Coblenz. In this crossing, the boats of Unit Two made nine round trips every hour until 5,000 men and 400 vehicles were landed on the east bank.

On the afternoon of March 26, 10 miles further upstream at Oberwessel, the U.S. 89th Division made its crossing. Prior to the arrival of Unit Two's boats, the 89th assault troops were being ferried across the river in small Army boats and a fleet of 10 DUKW assault boats. This made for extremely slow going until the arrival of the Navy LCVPs and LCMs.

One of the 89th's engineers was quite impressed with the Navy support. He recalled that once the six LCMs and six LCVPs of Unit Two arrived on the scene, "the entire complexion of the picture changed . . . they passed troops and equipment over the river at such a rate,



that within 48 hours nearly an entire division with all its vehicles and equipment had been carried over.”

At the Mainz crossing on the night of March 28, 12 LCVPs and six LCMs of Unit Two were assigned to support the U.S. 80th Division. Of the four crossings involving Unit Two, this was considered to be the toughest. Although German artillery had been faced in the previous crossings, it had mostly been harassment fire, albeit no less dangerous if you were in the middle of it. But at Mainz, the German gunners got serious.

The 80th's initial assault troops, manning 20 small paddle boats, were nearly wiped out trying to get across the river. Seeing the danger, the Army officer in charge decided to halt the crossing. But for one reason or another, the Navy didn't get the word and at a point 500 yards from the initial assault line, Ensign Oscar Miller, Unit Two's boat officer, sent his first LCVP across the Rhine to

the enemy shore. The boat made it untouched!

When the 80th Division commanders got wind of this, they sent their troops straight to the Navy and throughout the remainder of the night, Boat Unit Two ferried troops to the other side. By the time the Germans realized what was happening, it was too late and a bridgehead was established. And though their artillery opened up and threw everything they could at the invaders, the bridgehead held firm and not one Navy landing craft was hit as they scurried back and forth across the Rhine.

With the bridgehead secured, Unit Two continued to reinforce the assault troops and detached boats to help the engineers put a Treadway bridge across the river at the point first used by Ens. Miller. It was estimated by Lt. Cmdr. Leide that boats of Unit Two took 10,000 soldiers and 1,100 vehicles across the river at Mainz.

In the Third Army's official report of the Rhine crossings, high praise was heaped upon the Navy and especially Unit Two. The report stated in part, "The Navy again demonstrated its ability to be most useful and effective in a crossing operation. . . . Soon after the naval craft hit the water, they poured over such a continual stream of troops, vehicles and tank destroyers in the early crucial hours, that the enemy artillery was silenced, and further ferrying and bridging was able to proceed without interference."

General Patton, commanding Third Army, sent the following commendation to Lt. Cmdr. Leide:

"Please accept for yourself and pass on to the officers and men of your command the sincere appreciation and admiration of all the elements of the Third U.S. Army for the superior work accomplished by your unit in Third Army assault crossings of the Rhine River."

Patton went to summarize the Navy's accomplishments.

"During the period from 19 March to 31 March, 1945, U.S. Naval Unit Number Two assisted in four assault crossings of the Rhine River by Third Army. The first crossing was made on 22 March, 1945 by the XII Corps at Oppenheim, where craft of Naval Unit Number Two in the first 72-hour period transported over 15,000 troops and over 1,200 vehicles. The second crossing by the VIII Corps at Boppard was made 24 March 1945, and here during the first 24-hour period Naval Unit Number Two transported approximately 5,000 men and 200 vehicles. The third crossing was made at Oberwessel on 26 March, 1945, where very nearly an entire division with its supporting vehicles was crossed in 48 hours. The fourth crossing was made by the XX Corps at Mainz on 28 March 1945, and here in the first three hours, Naval Unit Number Two transported 3,500 men to



89th Division GIs crouch low in their assault boat as they cross the Rhine at Oberwesel.

Crossing Hitler's moat

the far shore in spite of intensive artillery fire. Each and every officer and man of U.S. Naval Unit Number Two is hereby commended for the superior manner in which his task was performed.”

The Rhine crossings of Boat Unit Three, under Lt. Cmdr. W.T. Patrick, at Rheinberg in the U.S. Ninth Army sector proved to be the toughest of them all. Rheinberg, a small village nestled between Wesel and Duisburg, was the gateway to the Ruhr Valley, the industrial center of Hitler's Reich. To take the valley would deprive Hitler of what was left of the industrial base he would need to continue the war. Thus, the Rheinberg area was one of the most heavily fortified parts of the river.

Allied commanders felt that the “take-it-on-the-run” crossings that had worked in the other sectors, could well fail at Rheinberg. Hence, very thorough preparations were made for this assault.

The initial 9th Army crossing was carried out by the U.S. 30th and 79th Divisions and took place on the night of March 25, coinciding with the Oppenheim assault by the Third Army. The assault plan called for a heavy two-hour artillery bombardment to soften up the enemy shore, beginning at 1 a.m. Following the barrage, the troops would attack in a series of waves at specified times. Army spearhead units would go in first in small boats with outboard motors, followed by reinforcements carried by the LCVPs of Unit Three.

But a combination of darkness, heavy German artillery fire and rough terrain hampered the sailors and soldiers in their attempts to get the boats in the water. At one point the enemy artillery knocked out a bulldozer that was trying to level a site on the shore to aid in getting the boats launched. In another incident, a 20-ton crane, rocked by a near miss from a German shell, dropped an LCV and its crew 25 feet. The drop damaged the hull and shook up the crew but there were no serious injuries.

Within a half-hour after the first Allied infantry hit the far bank, the

LCVPs and LCMs were in the water. At one point, bulldozers literally pushed the LCMs, bow first, into the river and luckily didn't damage any of the propellers.

Unit Three's ferrying service met with no really serious enemy opposition until daylight, when the Germans had the river in clear view. According to Lt. Merwin, the press relations officer assigned to cover the Navy's role at the Rhine, “The Germans hammered (the river) with every gun and mortar at their command in a desperate effort to stop the traffic flowing across. But they couldn't stop it and only a few of our boats were hit. Battle-wise coxswains who had learned how to avoid enemy fire by twisting and swinging their craft in ocean surf, were equally nimble here. Their skill — and the luck which skill always brings — carried them through.”

This combination of luck and skill sometimes wasn't enough. One LCM carrying a tank destroyer was caught in a heavy artillery bombardment while in midstream. Two German 88mm shells hit close enough to spray shrapnel into

the 26-ton, 50-foot boat, wounding the two .50-caliber machine gunners, a signalman and the boat officer. The only two left uninjured were the engineer and coxswain.

In another instance, an LCM took a hit just as it commenced unloading. No one was hurt, but a massive hole was ripped in the bow ramp and kept the boat out of action for a half-hour until it could be repaired.

Before the day was over, the two groups of Unit Three carried across the river 3,000 soldiers, 374 tanks, tank destroyers and anti-tank guns, 80 57mm guns, 15 bulldozers, and 500 other assorted vehicles. In addition, on return trips they brought back nearly 200 casualties and over 500 German prisoners.

As the U.S. build-up of men and material was taking place on the German side of the river, LCMs were used once again in helping the engineers construct pontoon and Treadway bridges. Here, as at other crossings, the LCMs towed bridge sections to where they were needed and held them in place for anchoring. Once the bridges were com-





A Navy assault boat (left) carries troops and equipment as Third Army soldiers (above) hit the east bank of the Rhine.

pleted, LCMs and LCVPs maintained a constant vigil, patrolling the Rhine looking for mines, floating debris and German divers.

It should be noted also that the Navy assigned four detachments of Seabees from Seabee Maintenance Unit 629, to the Army at Rheinberg to help them put together 4,000 Navy-supplied pontoon units. These pontoons were used to support nets that protected the bridges. Some were also used as ferries for heavy equipment.

Ten hours after the bridgehead had been secured and enough reinforcements had been carried over by the Navy to insure that the U.S. Army units would not be pushed back, a Unit Three LCVP had the honor of ferrying England's Prime Minister Winston Churchill across the Rhine. Accompanying Churchill were

such military notables as Lt. Gen. William H. Simpson, Commander of the U.S. Ninth Army; General Omar Bradley, Commander of the 12th Army Group; and Field Marshals Sir Alan Brooke and Sir Bernard Montgomery, British Chief of General Staff and Commander British 21st Army Group respectively.

Lt. Merwin recorded the event, stating that "Mr. Churchill wanted to cross the river in a United States naval craft. And across he went, with his whole party. It must have been a moment of triumph, an experience of great exaltation to the Prime Minister."

After Churchill and his entourage made their tour of the bridgehead and were brought back to the other side and debarked, Lt. Merwin asked the coxswain what the Prime Minister had to say. The coxswain, 19-year-old Hyman Bloom of Brooklyn replied, "Hell sir, he didn't say anything in particular. He just took that big black cigar out of his mouth and spit in the Rhine."

Thus, by the end of March 1945, thanks in large measure to the courage and skill of U.S. Navy sailors, the U.S. Army was streaming across the Rhine at six major bridgeheads on a 200-mile front extending from Remagen to Rheinberg. From that point on the Allied thrust into Germany was unstoppable and the day of reckoning was soon to dawn on the Third Reich.

The Navy's contributions in ensuring the success of the Rhine crossings was described and praised in official commendations by the U.S. Army units with which the Navy boat crews served. Yet, there are times when unofficial, personal appraisals often say it all in a few simple words. In describing his unit's performance, Lt. Cmdr. Leide of Boat Unit Two, summed up the Navy's exploits on the Rhine when, in classic understatement, he said, "We all felt that a good job had been done."□

—Story by JO2 Mike McKinley

Bearings

P-3 suggestion

A civilian employee at Naval Air Station Glenview, Ill., has received a \$3,030 award for a suggestion he made that will save the Navy about \$70,000 a year on aircraft engine repairs.

Sean C. Robertson, an aircraft engine mechanic in the station's aircraft maintenance department, suggested that the Navy repair, rather than replace, 14th stage bleed air ducts on engines used on P-3 anti-submarine aircraft. The ducts are metal tubes through which air passes to aid engine oil cooling.

The bleed air ducts are periodically tested for leaks, and the former proce-

dures were to throw the ducts away if a leak was discovered. Now, thanks to Robertson, the Navy has learned that the tubes can be welded and reused.

Robertson has worked at the air station since 1984. He is a Naval Reservist in an aviation anti-submarine warfare squadron, Patrol Squadron 60, at NAS Glenview. ■

—Story by JO1 Jim Peckett,
NAS Glenview, Ill.

Navy employee Sean Robertson shows some of the aircraft parts he salvaged at Naval Air Station Glenview. (Photo by PH1 Jeffery D. Trilling)



“Hand-Me-Down”

The Navy is often tasked to play a part in hot situations, so when Navy reservists of Naval Reserve Center Baltimore were asked to play “middle man” in a fire truck delivery recently, they were ready.

The fire truck was scheduled for disposal but, instead of seeing a good pumper go to waste, the Hillandale Fire Department found the tiny island community of Tylerton, Md. in need of a pumper.

The Fire Department replaces their equipment periodically. Thus the 1962 LaFrance open cab pumper with a 1,000 gallon-per-minute pumping capability had seen its last days. The Hillandale Fire Department used a Maryland locator service to find a needy fire department that could use their truck. The truck is still in perfect working order, said Hillandale's Fire Chief Douglas Stutz.

Delivery of the fire truck to Tylerton was arranged by Stutz's assistant, Lou DeCourval. DeCourval contacted his friends in the Navy. “My major contact was Joseph K. Taussig, Jr., Assistant Secretary of the Navy for Safety and Survivability,” DeCourval said. “After we

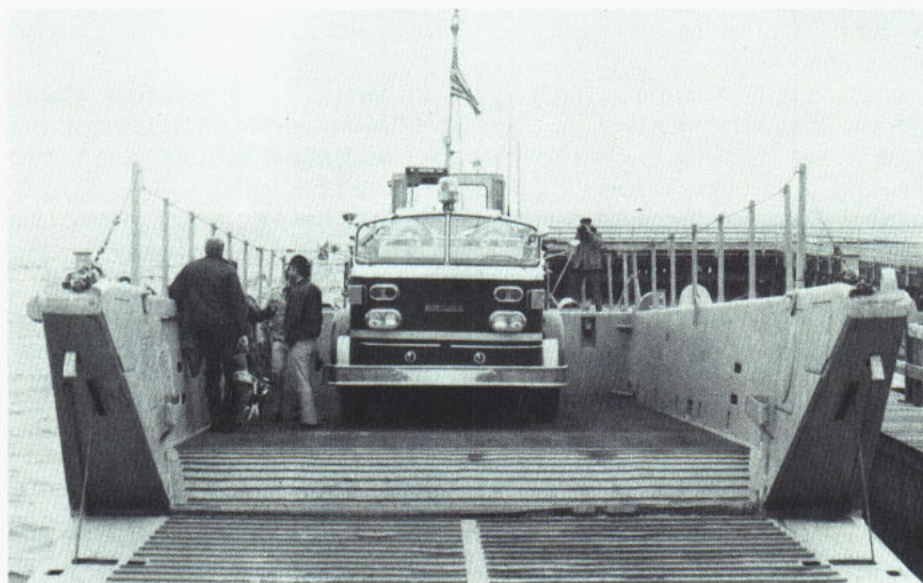
got the go-ahead from Mr. Taussig, we talked with Cdr. Thomas Boots, Commanding Officer of the Baltimore Reserve Center, and he was happy to assist us.”

Naval Reserve Center Baltimore personnel, under the direction of retired Merchant Marine Captain Herb Groh, moved the fire truck on board a Navy 73-foot landing craft. The boat and fire truck left Baltimore Harbor at 4:00 a.m. Friday for the 10-hour, 90-mile journey

down the Chesapeake Bay to Tylerton, on Smith Island.

Tylerton has never had a fire truck and the tiny town has very few roads. Residents had been using archaic methods to extinguish fires. Interestingly, the Tylerton Fire Department won't use the truck as a mobile unit, but as a stationary pump to dispatch water about the community. They are going to build a shed to house the old pumper in style. ■

—Story and photo by JOSN Vince Clark



VA initiates study of new AIDS drug

The Veterans Administration is conducting a cooperative study of the new drug azidothymidine — AZT — to determine its effectiveness in treating AIDS-related complex (ARC).

The four-year study is designed to test the effectiveness of AZT in halting ARC — the stage of the viral infection thought to precede AIDS.

The study is the first to evaluate AZT's long-term benefits and toxicities for ARC patients and should contribute to the now-limited knowledge of the course of the disease.

VA medical centers in New York, Los Angeles, Miami and Houston will be participating in the study, which is partially funded by the U.S. Army. Duke University Medical Center will provide laboratory support in conjunction with the VA Medical Center in Baltimore, Md. Burroughs Wellcome pharmaceutical company, manufacturer of AZT, is providing the drug for the study's duration.

The research will be administered through the VA Cooperative Studies Program Coordinating Center in West Haven, Conn., and the VA Cooperative Studies Program Research Pharmacy Coordinating Center in Albuquerque, N.M.

The VA Cooperative Studies Program began in 1945 when a massive study to meet the threat of tuberculosis was undertaken. In addition to controlling tuberculosis, VA researchers have played important roles in developing the pacemaker and CAT scan, and their contributions to the state of medical science have won them many prestigious awards, including the Nobel Prize. Some of VA's current research activities focus on Alzheimer's disease and other aging-related illnesses, alcoholism, and spinal cord injury and tissue regeneration. ■

USS Orion hosts Majorcan children

Twenty-four children and their four escorts from Religiosas Oblatas Del Santisimo Redentor were invited by USS *Orion* (AS 18) for an on board visit during a port visit to Palma, Spain.

The visit included lunch and a ship's tour beginning at the sheet metal shop and continuing to the carpenter's shop, pilot house and forecastle. DM2 Juan Gonzalez and several other crew members translated for the children during the tour. Following the tour, lunch was held in the Chief Petty Officer's Mess. The children were treated to hamburgers, hot dogs, chicken nuggets, french fries, ice cream and cake. They also were entertained with a Walt Disney movie.

Elena Gomez, one of the older girls from Santisimo Redentor, captivated everyone with the Spanish song "Mari-nero De Luces," which translates in

English to "Sailor of Lights."

Following the song, the children were presented with *Orion* ball caps and patches on behalf of the Chief Petty Officer Mess. During the tour, photos were taken of the children and given to them as mementos.

According to Dana Magil, director of Palma's USO and Sue Myers also of USO, the children were talking of the visit weeks before the ship arrived in port.

"This is not something that the children take lightly and are just happy about today. They have been talking of this visit for the last couple of weeks, and they will continue to talk to their friends about it for weeks to come," Myers said. ■

—Story and photo by YN3 Todd Hansen, USS *Orion* (AS 18)



Missile frigate (FFG)

KRIVAK I/II Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

Displacement:

4,000 tons full load;

Length:

124 meters (407 feet);

Propulsion:

Gas turbines, 30 knots;

Main armament:

Four SS-N-14 ASW/SSM launchers;

Two twin SA-N-4 SAM launchers;

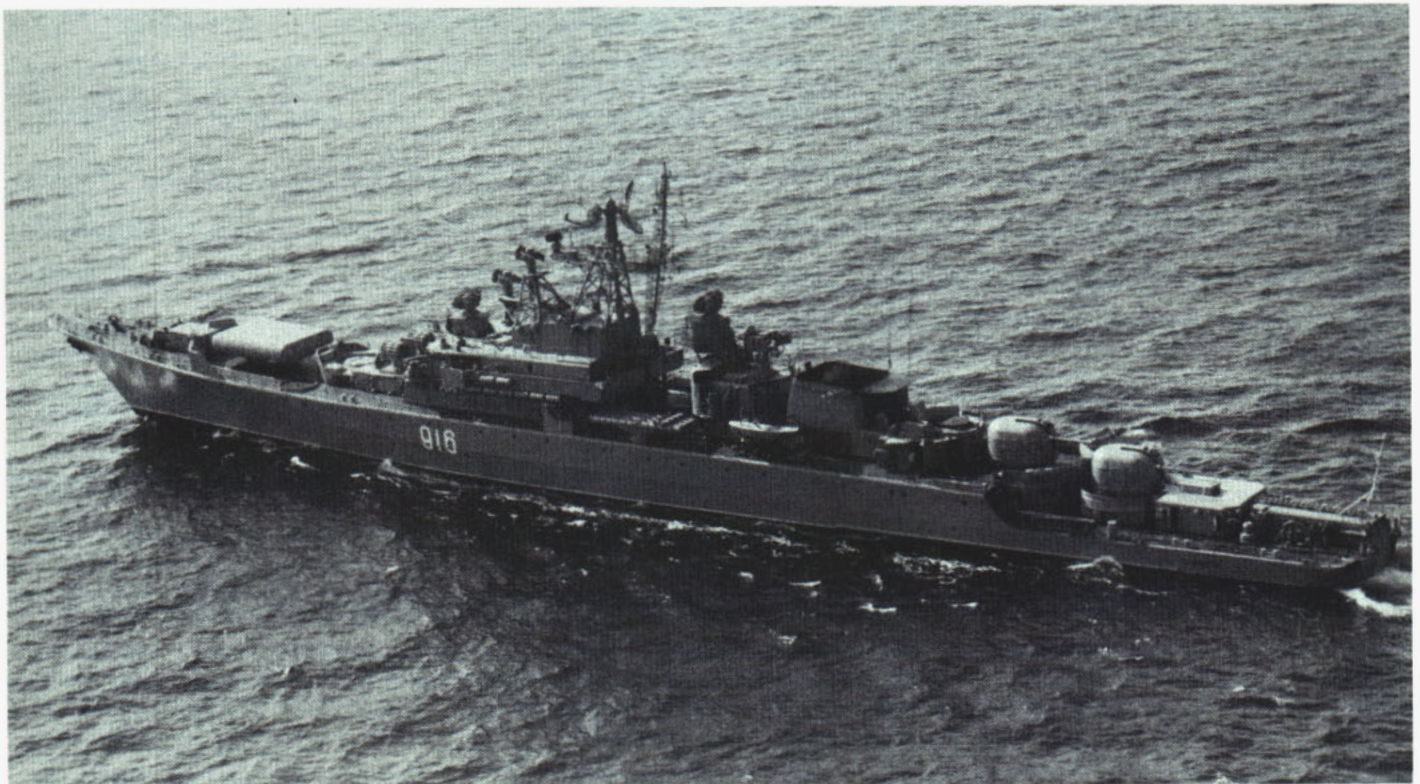
KRIVAK II: Two 100mm DP guns
(Two single mounts) ASW rockets;

Torpedo tubes; Mine rails.

The *Krivak* frigates are primarily anti-submarine ships, with hull-mounted and

variable-depth sonars and ASW missiles, rockets and torpedo tubes. The first *Krivak* put to sea in 1970. A total of 32 units are operational. *Krivak I* units have 76mm dual-purpose guns; *Krivak II* has 100mm dual purpose guns. The *Krivak*-class *Storozhevoy* was the ship seized by Soviet naval mutineers in 1975. It steamed for Sweden but was turned back by Soviet aircraft and ships and surrendered to Soviet authorities. □

KRIVAK I & II FFG



Reunions

• **USS Allen M. Sumner (DD 692)** — Reunion Sept. 16-19, 1987, Charleston, S.C. Contact Roy Ferguson, 145 N.E. Fatima Terrace, Port St. Lucie, Fla. 33452; telephone (305) 878-3422.

• **USS Concord (CL 10)** — Reunion Sept. 16-20, 1987, Sacramento, Calif. Contact William Doss, 4830 Tahoe Circle, Martinez, Calif. 94553.

• **USS Card (CVE 11)** — Reunion Sept. 17-19, 1987, Albuquerque, N.M. Contact Joe Macchia, 8290 Melrose Road, Melrose, Fla. 32666; telephone (904) 475-1279.

• **LST 69** — Reunion Sept. 17-19, 1987, Lincolnwood, Ill. Contact "Doc" Iverson, 8840 Major Ave., Morton Grove, Ill. 60053.

• **USS Bennion (DD 662)** — Reunion Sept. 17-20, 1987, San Diego. Contact L.P. De Clerq, P.O. Box 606, Lakeside, Calif. 92040; telephone (619) 443-0193.

• **USS R.L. Wilson (DD 847)** — Reunion Sept. 18-20, 1987, Marietta, Ga. Contact Robert W. Arndt, 1400 S.W. 67th Ave., Plantation, Fla. 33317.

• **USS Sibley (APA 206)** — Reunion Sept. 18-20, 1987, San Diego. Contact C. A. Case, 3519 Mt. Abraham Ave., San Diego, Calif. 92111; telephone (619) 268-4349.

• **Los Angeles Naval Armory/Naval and Marine Corps Reserve Center** — Reunion Sept. 19, 1987, Los Angeles. Contact Lt. Cynthia Perex, 1700 Stadium Way, Los Angeles, Calif. 90012-1498; telephone (213) 627-2891.

• **Association of Torpedoman's Mates** — Reunion Sept. 23-27, 1987, Lake Geneva, Wis. Contact Ronald Curtis, 2954 Hilleman Ave., St. John, Mo. 63114.

• **USS Currituck (AV 7)** — Reunion Sept. 23-27, 1987, Lake Geneva, Wis. Contact Ronald Curtis, 2954 Hilleman Ave., St. John, Mo. 63114.

• **USS Indiana (BB 58)** — Reunion Sept. 24-27, 1987, Irvine, Calif. Contact Arthur G. Field, 5 Overlook Road, Chatham, N.J., 07928; telephone (201) 377-8700.

• **International Naval Reunion/United States, Australia, Canada, Great Britain and New Zealand** — Reunion Sept. 24-11 Oct. 1987, three separate tours including Brisbane, Sydney and Honolulu. Contact International Naval Reunion Association, 5023 Royal Ave., Las Vegas, Nev. 89103.

• **USS Miami (CL 89)** — Reunion Sept. 25-27, 1987, Lancaster, Pa. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811.

• **USS Whipple (DD 217)** — Reunion Sept. 26-30, 1987, Orlando, Fla. Contact Joe Russell, Rt. 1 Box 42, Silex, Mo. 63377; telephone (314) 656-3561.

• **USS Helm (DD 388)** — Reunion Sept.

27-30, 1987, Randolph, Mass. Contact Paul Thoresen, 60 Chickatawbut St., Boston, Mass. 02122; telephone (617) 288-8921.

• **USS Appalachian (AGE 1)** — Reunion Sept. 29-30, 1987, Las Vegas, Nev. Contact Gordon Hunsberger, 2781 Manitou N.E., Grand Rapids, Mich. 49505.

• **USS Washington (BB 56)** — Reunion Sept. 30-Oct 3, 1987, Mobile, Ala. Contact John Brown, Box 13047, Columbus, Ohio. 43213-0047.

• **376th Heavy Bomb Group Members Africa, Italy, B24's - B17's** — Reunion Sept. 27-Oct 1, 1987, Norfolk, Va. Contact Norman Appold, 126 Woodlake Dr. N.W., Gainesville, Ga. 30506; telephone (404) 535-7210.

• **USS Kimberly (DD 521)** — Reunion Oct. 1-4, 1987, Norfolk, Va. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (305) 855-5625.

• **USS Flint (CL 97)** — Reunion Oct 1-4, 1987, Norfolk, Va. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.

• **USS Columbia (CL 56)** — Reunion Oct 1-3, 1987, Anaheim, Calif. Contact Joe Rice, 5604 Plata St., Clindon, Md. 20735; telephone (301) 868-1260.

• **USS Galveston (CLG 3)** — Reunion Oct 1-4, 1987, San Diego, Calif. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS LaPorte (APA 151) World War II** — Reunion Oct 1-4, 1987, Charleston, S.C. Contact John H. Warner, 67 Jacobs Highway, Binghamton, N.Y. 13901; telephone (607) 722-1342.

• **USS Almaack (AK 27, AK 10)** — Reunion Oct 2-4, 1987, San Diego, Calif. Contact William Simmons, 6665 Estrella Ave., San Diego, Calif. 92120; telephone (619) 582-0412.

• **80th USNCB** — Reunion Oct. 3, 1987, Port Hueneme, Calif. Contact James S. Laster, 5553 Scoville St., Oakland, Calif. 94621; telephone (415) 536-3482.

• **USS Chevalier (DD 451)** — Reunion Oct. 5-7, 1987, Baton Rouge, La. Contact Kurt WiBocian, 24853 96th Ave, Number 1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Ellyson (DD 454, DMS 19)** — Reunion Oct. 8-10, 1987, Virginia Beach, Va. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS LST 325, World War II** — Reunion Oct. 8-11, 1987, Boston. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J.

07006; telephone (201) 226-4465.

• **USS Hope (AH 7) and 215th Hospital Ship Compl.** — Reunion Oct. 8-11, 1987, San Antonio, Texas. Contact Rew A. Wilson, P.O. Box 3613, Eureka, Calif. 95502.

• **USS Foote (DD 511), DESRON 23** — Reunion Oct. 8-12, 1987, Boston. Contact Therodore. M. Mottola, 48 Aldrich St., Roslindale, Mass. 02131; telephone (617) 323-4821.

• **78th USNCB** — Reunion Oct. 8-11, 1987, Oxnard, Calif. Contact Roland A. Swanson, R.D. 1, Poland Center, Falconer, N.Y. 14733; telephone (716) 665-5696.

• **VAQ 33, Key West** — Reunion Oct. 8-9, 1987, Key West, Fla. Contact Lt. Robert Mosteller, Naval Air Station, VAQ 33, Key West, Fla. 33040; telephone Autovon 483-2274.

• **USS LST 797** — Reunion Oct. 9-11, 1987, Myrtle Beach, S.C. Contact C. Childress, 4820 Tatar Dr., Metairie, La. 70003; telephone (504) 887-6412.

• **USS Lindsey (DM 32)** — Reunion Oct. 9-12, 1987, Charleston S.C. Contact J.L. Arrington II, 5197 Suwannee Road, Spring Hill, Fla. 33526.

• **USS LST 669, World War II** — Reunion Oct. 9-11, 1987, New Orleans. Contact T.E. Stott, P.O. Box 295, Cummaquid, Mass. 02637; telephone (617) 362-9633.

• **USS Houston (CA 30/CL 81)** — Reunion Oct. 12-18, 1987, Baltimore. Contact Don Michalak, 12441 N. Albion St., Thornton, Colo. 80241.

• **USS Waukesha (AKA 84)** — Reunion Oct. 11, 1987, Milwaukee. Contact Peter A. Brandel, 60 Cutter Mill Road, Suite 315, Great Neck, N.Y. 11021; telephone (516) 482-6030.

• **USS Paul Hamilton (DD 590) and USS Twiggs (DD 591)** — Reunion Oct 14-17, 1987, Charleston, S.C. Contact Bill McCreven, 105 Msgr Lydon Way, Dorchester, Mass. 02124.

• **USS LST 602, World War II and Korean War** — Reunion Oct. 14-18, 1987, Norfolk, Va. Contact Derald Crow, Rt. 1, Box 126, Bramable, Okla. 74632; telephone (405) 385-2226.

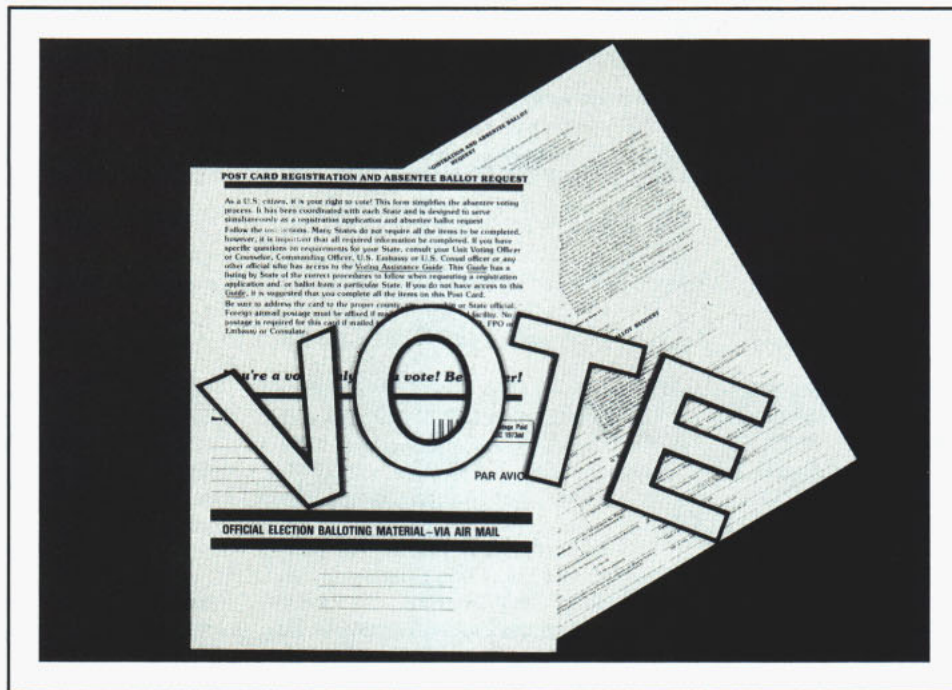
• **USS Leyte (CV 32), (CVA 32), (CVS 32) and (AUT 10)** — Reunion Oct. 15-17, 1987, Hampton, Va. Contact Clarkson R. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12303; telephone (518) 3246-5240.

• **VPB 111-PB 441, World War II.** — Reunion Oct. 23-25, 1987, Orlando, Fla. Contact Wallace Lightfoot, 547 Aquaris Con., Orange Park, Fla. 32072.

• **USS Converse (DD 509)** — Reunion Oct. 28-Nov 1, 1987, New Orleans. Contact W.A. Confer, 7603 Wadsworth Road, Medina, Ohio 44256; telephone (216) 336-4303.

18

Navy Rights & Benefits



Your Obligations

Your Obligations

Along with the many rights and benefits which are an integral part of your Navy career, there are other rights and benefits which you enjoy as an American citizen. Most of these are basic guarantees set forth in the Bill of Rights and they deal with your right to privacy, your right to speak freely, your right to assemble, and your right to worship.

But these rights and benefits carry implicit obligations and moral responsibilities which you owe to yourself, to the members of your family, and to your country. You are bound, for example, to share in the expenses of the government by filing federal, state, and local tax returns and by paying the taxes imposed, according to your income.

You also have a responsibility to obey and uphold all laws — federal, state and local — everything from registering your automobile to obtaining a license for your pet.

As a Navy member, you are also expected to meet your financial responsibilities and pay debts which you incur.

Your right to vote is especially important. In most instances special privileges have been given to military personnel to enable them to exercise their right to vote. Your vote gives you a means by which you help control those who make decisions which affect you as an American citizen.

This chapter discusses some of these obligations and responsibilities which go hand in hand with the rights and benefits we all enjoy.

Taxes

Along with the rights and benefits of citizenship, you share certain responsibilities and obligations. Paying taxes is a big part of that responsibility. You have the same obligation to file federal, state and local income tax returns as do all residents and citizens of the United States. However, like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign

country or within U.S. possessions. This means no matter where you are stationed, your military basic pay is taxable by the federal government and your own state and local governments.

If your gross income for the year was above certain established levels (\$4400.00 for single member, \$7560.00 for married member filing jointly), you are required to file a federal income tax return. As with any rule, there are exceptions, so you should check with the Internal Revenue Service or base legal assistance officer.

If net earnings from self-employment are \$400 or more, you must file a return with respect to self-employment tax, even if you are not liable for federal tax. Also, if you are not liable for filing but had tax withheld from wages or made payments on a declaration of estimated tax, you should file a return to recover the withheld amount.

Navy personnel (both military and civilian) are often affected by establishing residence overseas. For complete information on how living aboard affects your taxes, consult I.R.S. publication 54.

If you are residing or traveling outside the 50 states and Puerto Rico on the normal (April 15) due date, you are allowed a two-month extension for filing your return, but you must explain why you took advantage of the extension and pay interest on the unpaid tax, if any, from the original due date. If you are traveling or living outside the United States, you can still receive a two-month extension, in addition to the automatic extension for filing, by sending in Form 4868 along with the full amount of estimated unpaid tax liability.

In case of undue hardship, you may apply for an extension of time to file by using Form 2688 or by letter sent on or before the due date for filing. This application should state: reason for extension; whether returns for the past three years were filed timely and if not, why not; and whether a declaration of estimated tax was required for the year, and if so, whether each payment was made on

time. When granted this type of extension, you will be required to pay interest on unpaid tax liability.

Generally, you may use short Form 1040A if all of your income was from wages, tips, and not more than \$400 in dividends or \$400 in interest. Any deviations from the simplified form such as itemizing deductions, claiming alimony, business, or travel or moving expenses, may require use of Form 1040. Form 1040EZ can be used by single individuals (with no dependents) who have taxable income under \$50,000, no dividend income, and if income other than wages, tips and interest is \$400 or less. Note that "dividends" include interest from money market mutual funds and bond mutual funds, but *not* credit union "dividends," which are actually considered interest. To determine which form you should use, consult the guidelines in the instruction manual that accompanies your tax return form.

Navy members who are, or are related to, non-resident aliens, often have special tax considerations. For more information, non-resident aliens should obtain IRS Publication 519, *U.S. Tax Guide for Aliens*.

Your tax-paying responsibilities don't stop at the federal level. Depending upon where you call home, you may be liable for state or local tax (city or county).

The Soldiers' and Sailors' Civil Relief Act protects your military pay against taxation by the state in which you are not a legal resident, but are residing by virtue of military orders. Income derived from a business, rental property, or civilian employment can be taxed by the state in which it is earned.

Your spouse or child is not protected by the act and may be subject to income tax by two or more states. If this occurs, contact your local legal assistance office to aid in resolving the matter.

Federal law requires mandatory withholding for state income taxes upon the state's request. All income-taxing states are making a concerted effort to locate delinquent taxpayers and are imposing

Your Obligations

penalties and interest for failure to file and pay appropriate state taxes.

Although several states impose no personal income tax, or exempt military pay, you may still have to file a return for record purposes even though you may not owe tax. Filing a return also shows intent to retain legal domicile in that state, thus protecting yourself against claims by other states.

Members from cities and counties which impose income taxes should correspond directly with the authorities of those jurisdictions to ascertain if there is a tax liability.

It is important not to confuse the terms "home of record" and "state of legal residence." There may be a difference. State of residence or domicile refers to the place where you, as a Navy member, intend to return and live after your discharge or retirement, and where you have a permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

Enlisted people may change their "home of record" any time they sign a new enlistment contract. Officers may change theirs only to correct an error or after a break in service.

Your state of legal residence does not change so easily. It usually stays the same wherever you go. This protects you from having to pay taxes in a state in which you live only because you are in the military.

To change your state of legal residence, certain specific actions should be taken. In most cases, you will actually have to live in the new state. You show your intentions by registering to vote in the new state, buying property, titling and registering your car in the new state (notifying your old state), preparing a new last will and testament indicating your new state as your legal residence and paying taxes to the new state. It is a good idea to write a letter to the tax authorities in the old state informing them that you are changing residence and have moved to a new state.

Unless you show such clear intentions,

your state of legal residence probably will not be changed. If you don't make certain it has been changed, you may find you are not entitled to certain privileges which depend on legal residence, such as eligibility for lower resident tuition rates at state universities or eligibility to vote and hold public office.

Particular care should be taken to make sure your pay records are up to date concerning your state of legal residence. If they are not right, you may wind up paying taxes to the wrong state, or paying taxes and penalties in both.

If you have any doubt about your state of legal residence, contact your legal assistance office. If your records are not correct, get a "State of Legal Residence Certificate," DD Form 2058 from your finance officer. When you complete this form and turn it in, the state currently shown on your records will be notified of the change.

Financial Responsibilities

Just like anyone else, a military member is expected to pay just debts and to pay them on time. Nonpayment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge from the service. Failure to pay just debts is an offense under the Uniform Code of Military Justice, however, the failure must be judged to be characterized by deceit, evasion, false promises, or other distinctly culpable circumstances indicating a deliberate non-payment or grossly indifferent attitude toward one's just debts.

The armed forces do not have legal authority to make you pay private debts, nor can they act as a collection agency by taking part of your pay to settle a debt. (Under Public Law 93-647, part of your wages can be garnished for court-ordered alimony and child support payment.) Yet the Department of Defense is required by law to provide certain information about you to your creditors that may aid in tracking you down. For example, information that must be made

available to anyone who requests it includes your name, rank, date of rank, salary, present and past duty assignments, future assignments that are final, military phone number and address.

If you find you can't meet payments, go to your legal assistance officer right away. The legal assistance officer normally can't represent you in court but can tell you what your legal rights are and may be able to suggest a workable plan for saving your credit standing and your military career.

Also, don't discount the financial management information you can obtain through the Navy Relief Society or Family Service Center. The Navy Relief Society also might be able to grant you an interest-free loan.

There are several other avenues open to you that could ease your financial problems:

- You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and intention to pay your just debts.

- Set up an appointment with a loan counselor at your credit union or bank. He or she can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.

- Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.

- Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home

Your Obligations

than the holder of the first mortgage, the interest rate on the second mortgage will be higher.

When you take out a second mortgage on a home, usually you must make payments on both the first and second mortgages at the same time. Before deciding on this move, be sure you can make the double payment. A hastily arranged second mortgage you can't handle can cost you the home in which you already have substantial interest.

- Another possibility, in a severe debt situation, is the wage earner bankruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance officer before making this move.

- As a last resort, you can file a regular bankruptcy petition; members of the armed forces have the same rights as other individuals. This action, however, could be detrimental. Consult your legal assistance officer before taking this very serious and final step.

If, for one reason or another, you do fall behind in your payments, you still are protected against certain harassment procedures used by debt collectors. Under the Fair Debt Collection Practices Act, debt collectors are defined as those collecting debts other than debts owed to them personally and are not permitted to contact third parties, including your commanding officer, other than to ask about your identity and whereabouts. The debt collector cannot tell a third party that you owe any debt or call any third party more than once, except to correct or supplement information.

In attempting to contact you, debt collectors normally must make their calls between 8 a.m. and 9 p.m. If you have an attorney, the debt collector must contact your attorney rather than you.

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden by law to contact you, except to inform you that no further efforts will be made to collect, or to inform you of any formal legal actions

that are being brought against you.

Harassing or threatening conduct, use of obscene or profane language or repeated telephone calls intended to annoy you are forbidden. Misrepresentation of the debt collector's business or of any of the remedies that might be involved is also forbidden.

Post cards — which can be read by other people — cannot be used by debt collectors.

Within five days of initial contact, debt collectors must send you a written notice telling the amount of the debt, name of the creditor to whom it is owed and a request that the debtor (you) acknowledge the debt.

If you don't feel that you owe the debt, you should immediately tell the debt collector *in writing* that you dispute the debt.

You can dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is defective, you can still dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

If you feel you are being harassed in any way, contact your legal assistance officer. He or she can advise you of your right to bring legal action against the collector.

Legal Obligations

When you change duty stations, more than likely you change states or even countries. Being in the Navy does not excuse you from obeying the laws of that state or country. It is your responsibility to learn the laws of the area in which you are stationed.

If you bring your car with you to your new duty station, you must inquire about regulations regarding registration, licensing, taxes, title fees, inspection and insurance. Usually, your welcome aboard package will contain such information. If it doesn't, find out for yourself.

If your automobile is registered in the state of your domicile (home state) in your name alone, you are not required to obtain new license plates. If licensed

in the state where you were last on duty, you normally must license your car in the state of your domicile or the state where you are currently residing. If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you may be required to obtain license plates and register your car in the state in which you are currently residing.

Each state differs and it's important that you find out about any laws that may affect you and your family. These can include: handgun laws, pet licensing, real estate and personal property tax laws, and traffic laws. Remember, ignorance of the law is no excuse. You will be held accountable for your actions.

Voting

Congress determines salary levels, benefits and the very nature of life in the military. But you have a fundamental right to choose those who will represent you and make the decisions that affect your life and career. This right does not diminish as the distance from the voting booth increases.

On Aug. 15, 1986, Congress passed The Uniformed Services and Overseas Citizens Absentee Voting Act. This bill consolidates previous Federal Acts affecting military and citizens overseas and provides for a federal write-in absentee ballot for use in general elections for federal offices only. To be eligible to use the new federal write-in ballot, voters must be overseas (all FPO addresses are eligible) and must have made timely application for their state absentee ballot. For further details on the new federal write-in ballot see below.

Overseas citizens have the right to vote in federal elections in the state in which they resided before going abroad, even if they no longer maintain a residence in that state. Military personnel and dependents may vote absentee from within and without the United States. Most States allow 17-year-olds to register and request an absentee ballot if they will be 18 on or before the election date.

Your Obligations

Each state accepts the Federal Post Card Application (FPCA) form as a request for registration and/or ballot. This form, referred to as the "FPCA," is familiar to local election officials throughout the country. It is distributed widely throughout military installations and United States embassies and consulates and corporations and organizations with United States citizens overseas.

The timely receipt of absentee ballots continues to be a major problem among military members and their dependents and overseas civilians attempting to vote. Ideally, election officials should mail absentee ballots to overseas addresses 45 days before the election to ensure the ballot's timely return, or 45 days before the deadline for the receipt of voted absentee ballots if the deadline is other than election day. This 45 day transit time derives from information obtained from the United States Postal Service and military postal authorities and post-election surveys conducted by the Federal Voting Assistance Program office.

Some states have enacted legislation enabling ballots to be mailed earlier; others have extended the deadlines for the receipt of voted ballots to a specified number of days after the election. Check the Voting Assistance Guide to see if your state is one of these. Whenever possible, voters are advised to have the voting envelope hand stamped to ensure a date appears on the envelope.

Fourteen states have authorized special blank absentee ballots for military members and others who have difficulty voting with regular absentee ballots. The states are: Alaska, Arizona, California, Connecticut, Delaware, Georgia, Iowa, Louisiana, Maine, Nebraska, New Hampshire, Oregon, South Carolina and Washington. In these states, absentee ballots are available from local election officials 60-90 days before the election. Check the Voting Assistance Guide, because each state's statute varies.

A federal write-in ballot has been authorized (available 1 January 1988) to provide an alternative to overseas voters,

civilian and military, who do not receive the regular state absentee ballot. To be eligible for this ballot, voters must have made timely application for the regular absentee ballot. The write-in ballot would be submitted and processed in the manner provided by law for absentee ballots in the state involved. A voter must make an application for a regular absentee ballot which must be received by local election officials not less than 30 days before the general election. If overseas voters don't receive the regular state ballot in time, they may use the write-in ballot and write in the name of the candidate or write in the name of a political party (in which case the ballot shall be counted for the candidate of that political party).

An overseas voter who submits a federal write-in absentee ballot and later receives a state absentee ballot may submit the state ballot, but will be responsible for informing the appropriate local election official that he or she has submitted more than one ballot.

Questions most often asked?

How do I get an absentee ballot? The Federal Post Card Application (FPCA) form is accepted by all states as either a request for registration or an absentee ballot. In most states, the FPCA form will both register you and serve as a request for an absentee ballot. Most important — the FPCA form must be filled out correctly and legibly.

Where do I get the FPCA form? Your Voting Assistance Officer or Voting Counselor has the FPCA form and also the Voting Assistance Guide which provides detailed information on your state and its requirements.

When do I request my absentee ballot? States may differ on their deadline for receiving the FPCA form, but a good rule to follow is mail in your FPCA in time to reach the local election official at least 30 days before the election if you are stationed in CONUS. But, if you are stationed overseas, allow 45 to 60 days

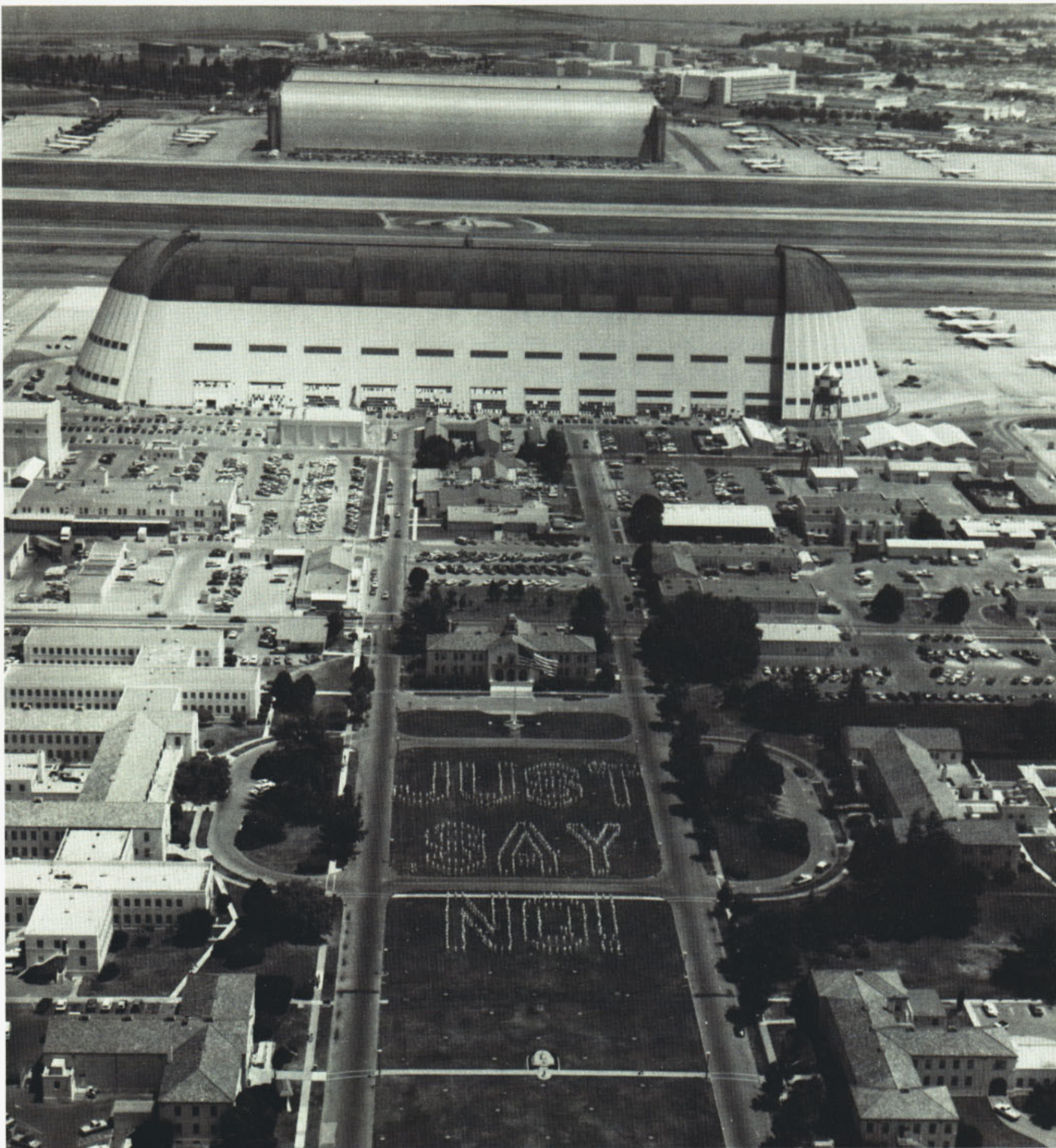
before an election. Keep in mind that your FPCA must be processed by the local election official; your ballot must be mailed to you; you must receive and vote the ballot; and finally, you must return the ballot to the election official in time to be counted.

How do I determine my legal residence? In most cases, your legal residence is where you lived before entering the service. Even if the house you lived in has been torn down and is now a parking lot, that's where you lived and that's the address you use. *Why?* Because the local election official must place you in a voting district. Information on determining your voting residence may be found in the Voting Assistance Guide under the title, Voting Residence.

I'm a submariner. During deployment, our mail deliveries are few and far between. I'm concerned about receiving my ballot. If you're from a state that's authorized the special blank write-in ballot (not to be confused with the new federal write-in ballot), you may apply for the ballot 60-90 days before an election and vote before your deployment. The state write-in ballot, sometimes referred to as "The Submariner's Ballot," was originally authorized to permit submariners to vote before deployment. However, these ballots are not restricted to submariner's use, but are available to others who are in remote areas with limited mail service.

The state ballot differs from the federal write-in ballot in that voters may specifically apply for the state write-in ballot where a need exists. The Federal write-in ballot is available only to overseas voters and then only when the voter has requested, but not received, the regular state ballot.

On the FPCA form — do I have to complete every block? No, only those required by your state. Be sure to use the Voting Assistance Guide. Open the Guide to your state. A sample FPCA form has been shaded on those blocks to be completed. Be sure to write legibly and don't forget to sign the FPCA. □



"Just Say No!" was the message for more than 400 local school children, who came to Naval Air Station Moffett Field to participate in an anti-drug rally and to join the symbolic statement of opposition to drugs and alcohol. The intent of the message was not lost on the children. It was obvious to all that people care, and that it was "OK" to "Just Say No!"

Sailors from ComPatWing TEN, NAS Moffett Field, and other tenant commands on the air station outlined the letters, and the children from four adopted schools in the local area joined them to fill out the letters.

News media cameras were carried aloft by a helicopter from the California Air National Guard's 129th ARRS.



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